

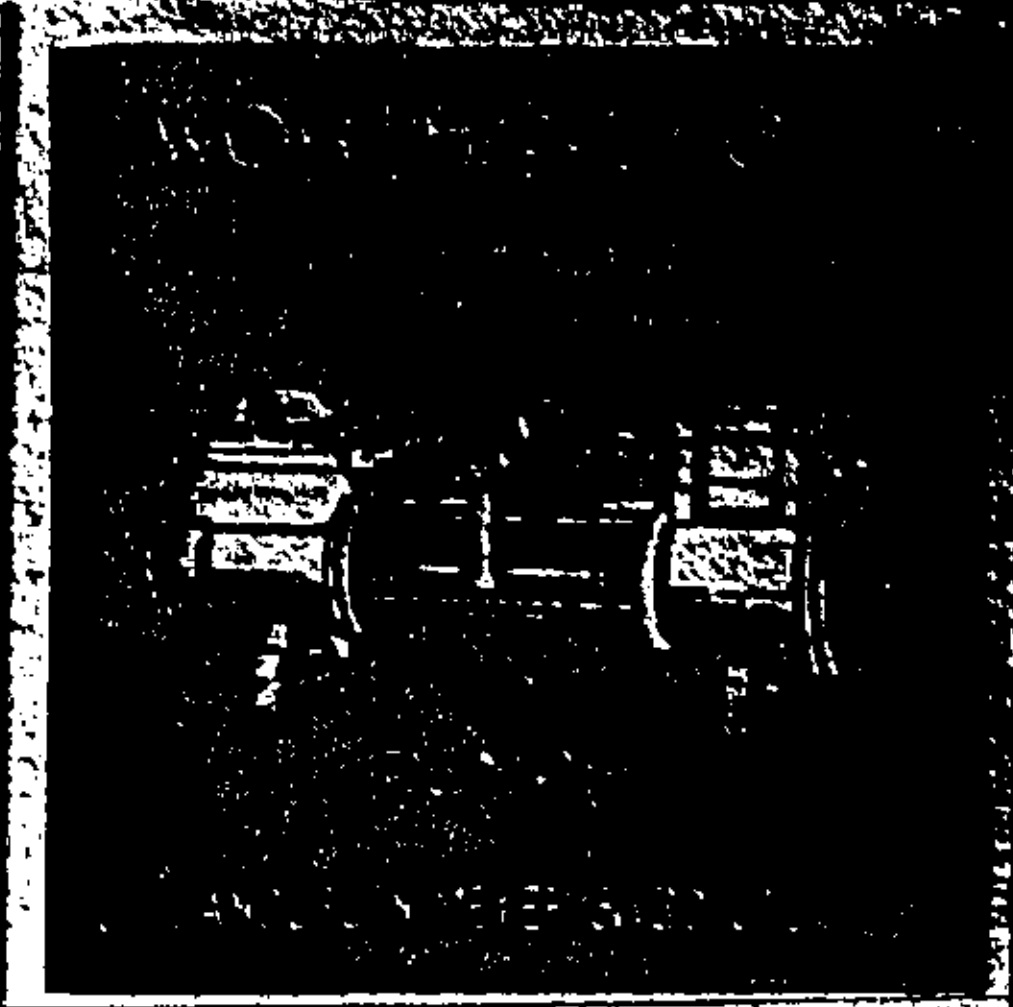


The Hongkong Telegraph.

(ESTABLISHED 1881.)

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REUTERS' TELEGRAMS.

THE LEAGUE OF NATIONS.

LORD GREY AND GERMAN MEMBERSHIP.

London, July 16. Viscount Grey, speaking at a meeting of the Council of the League of Nations, said he had hoped that the first meeting of the League would pass a unanimous resolution inviting Germany to become a member but the attitude of the Germans at Spa left an impression in his mind that they had gone there to discover and exploit the weak points in the Treaty of Versailles and to discover not how much but how little they could fulfil of the Treaty. Before Germany could be admitted to the League, she must satisfy us that she had shown good faith and had done her best to carry out the Treaty. Regarding disarmament, she had not done this.

Viscount Grey was nevertheless of the opinion that the League could not realise its ideals without America, Germany and Russia. The question of the admission of Russia could not be settled until it had been seen which Government was involved. Viscount Grey said he believed that when the League of Nations wanted help from its units, that help would be forthcoming, provided it was not being degraded into an instrument of private national advantage. He emphasised the necessity of keeping public opinion informed of the work of the League. Public opinion was strong enough to prevent Governments going to war if it wished, but it was equally true that Governments would be unable to avoid war unless public opinion itself was active on matters regarding policy.

THE "MESOPOT" RISING.

DISORDER OVER A LARGE AREA.

London, July 15. In the House of Commons, replying to a question with regard to the rising at Rumaita, cabled on July 13, Mr. Churchill said the military operations were progressing but were hampered by shortage of railway stock, as six trains had been captured or derailed. Detachments of the Samawa Company of Indian Infantry at Rumaita were isolated from the troops at Rumaita and relief detachments, who were fifteen miles from Rumaita, had suffered severe casualties. Railway communication was interrupted in places and a large district was in a state of great disorder. Small local relief parties which had hitherto advanced had been unable to cope with the disorder. A considerable force was moving down from Bagdad and he had asked the Indian Government to warn a further force to be ready in case of emergency. He pointed out that the communications of the Army in Mesopotamia could very largely be maintained by the River Euphrates and did not depend on the railway. There was no reason to suppose that if a sufficient effort were made order could not be thoroughly re-established.

POWER ALCOHOL.

THE EMPIRE'S RESOURCES.

London, July 16. A Fuel Research Board memorandum has been issued regarding the employment of alcohol as fuel. After referring to its great suitability for certain classes of motor vehicles, Sir Fredk. Nathan, a Member of the Board, states that alcohol is not producible economically in Great Britain but there are large tracts available in the Dominions where the cost of production is less and where it is possible to grow vegetable substances containing the starch or sugar necessary for power alcohol. The matter was being investigated in various Dominions and Colonies. Molasses are very suitable as a raw material. Waste material or a natural product of small value would, however, probably have to be utilised owing to the commercial value of anything used for foodstuffs. He points out that in tropical portions of the Empire there are vast quantities of rapidly growing vegetation suitable. Research work has been initiated with the object of treating such vegetation cheaply.

CLEANING MINES AT SEA.

BRITAIN AND AMERICA DO THEIR PART.

London, July 15. In the House of Commons, replying to Viscount Curzon in regard to the sweeping up of mines, Mr. Bonar Law said Great Britain and the United States had cleared the areas allotted to them and France had nearly done so. Italy still has a considerable portion to do. It cannot be stated when they will finish. Germany had given an assurance that she would clear her areas, but the date of completion had not yet been fixed.

BRITAIN'S FINANCES.

DEBTS BEING WIPED OUT.

London, July 16. Speaking at a banquet at the Mansion House, attended by bankers and merchants, Mr. Chamberlain optimistically reviewed the country's financial position. He said we had passed the peak of our financial difficulties and had begun the downward path from the high levels which we were forced to climb. The National Debt had been reduced by £200,000,000 and the Floating Debt by £60,000,000. We were not creating fresh artificial credit.

TO-DAY'S CHINESE TELEGRAMS.

FIGHTING IN THE NORTH.

TUAN'S SOLDIERS WIN.

Shanghai, July 16. Fighting occurred early on the 15th between Tuan's and Tso's armies near Longfong. After several hours the latter army was defeated and retreated more than ten li. The former made a continual attack after noon with artillery, whose range reached as far as Kobaiten and the enemy was again defeated with heavy loss. The arsenal in Tehchow has been captured by Tuan's commander, Ma Leung. Tso's guards fled without offering resistance. Chan Jok-lin, on the failure of his mediation plans, has declared that his troops coming to Peking are quite neutral—only for the purpose of protecting the President and the peace of the city, but he will treat anyone who opposes him as an enemy. Lung Chi-kwang has offered Tuan Chi-jai his regiment's services, which has been accepted.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RICE SITUATION IN THE STRAITS.

Singapore, July 16. A large meeting of Chinese in Penang passed a resolution in favour of a reduction in the price of rice, or, alternatively, that there should be no control. A cable has been sent to Lord Milner protesting against the present Government price.

RUBBER STILL VERY WEAK.

Rubber is very weak.

EARLIER TELEGRAMS.

DEADLOCK AT SPA.

Paris, July 15. The newspapers foreshadow a rupture of negotiations at Spa contending that any obligation contracted by von Simons is liable to be disavowed by Berlin. They express satisfaction at the attitude of Mr. Lloyd George in supporting the French coal demands unreservedly.

Spa, July 14. The Allied delegation met this morning. Marshal Foch and General Maglaine conferred on the military situation. Meantime there has been no communication with the Germans. It appears that a break-up is imminent and the Allies will occupy the Ruhr Valley. The Italian and British Generals are expected to arrive to-night.

Von Simons, at his own request, paid a forty minute visit to Mr. Lloyd George. The visit was only agreed to after Mr. Lloyd George had consulted M. Millerand. It is understood that Mr. Lloyd George earnestly pointed out the gravity of the situation and made it abundantly clear that the Allies were in no wise bluffing. Later M. Paderewski had a conference with Mr. Lloyd George.

FREAK FARMERS NOT WANTED.

Jackson, July 13. The Democratic State Committee of Mississippi passed a resolution opposing the proposed migration of eight thousand Mennonite farmers from Canada to South Mississippi on the ground that it would be undesirable to allow the entry of a people who would refuse to let their children attend public schools, who speak German only, and who are composed wholly of conscientious objectors who refused to fight in the Allied cause during the war. The Mennonites are a sect of evangelical protestants whose doctrine enjoins non-resistance to violence and forbids the taking of oaths.

EXCLUSION OF JAPANESE.

New York, July 13. The Japanese Privy Councillor Kentaro, interviewed, said the proposed anti-Japanese legislation in California would cause an ineffaceable bad impression in Japan. Good or bad America-Japanese feeling depended on the action of California. The American nation would never play the role properly belonging to it in Asia until it was able to judge Asiatic nations by their standard of conduct instead of race.

AMERICAN EXPRESS BUSINESS.

New York, July 13. The American Railway Express Company has asked the Interstate Commerce Commission to authorise the consolidation of the express transportation business merger including the Adams American, Wells-Fargo and Southern Express Companies.

SHAMROCK IV WINS FIRST RICE.

Sandy Hook, July 15. In the America Cup race, the "Resolute" turned the outer mark five minutes ahead of the "Shamrock" when she met with an accident to her rigging and withdrew. The "Shamrock" continued and completed the course within the time limit, and was awarded the race. The final result depends on the winner of the best of five races.

THE U.S. PRESIDENCY.

Chicago, July 14. The Third Party Convention has hitherto been unable to complete its platform, Senator La Follette objecting to the foreign plank, which endorses the League of Nations. He favours recognition of Soviet Russia and Irish independence and the raising of the Russian blockade. He also objects to the plank advocating nationalisation of essential industries.

REVOLT IN BOLIVIA.

Santiago de Chile, July 14. The Chilean Government has received private news from La Paz that revolutionaries have seized the President and ministers. Saavedra, the leader of the Republican Party, has organised the movement which has led to the overthrow of the Government.

IN IRELAND.

Buttevant (North Cork), July 14. A number of horses belonging to the Twelfth Lancers died shortly after being watered and fed. An analyst has been summoned to test the water.

WIRELESS STRIKE AGAIN.

London, July 14. A fresh wireless crisis has arisen. The Underwood negotiations have broken down. The recent resumption of work was conditional on a settlement within the month ending 23rd July.

MELBOURNE GAS STRIKE.

Melbourne, July 14. The gasworkers have accepted the compromise offered them.

HINDENBURG FIRED AT.

Berlin, July 14. An unknown man broke into Marshal Hindenburg's house and fired at Marshal Hindenburg, but missed. The assailant escaped.

TO KILL A MAN.

ARRESTED MAN'S FRANK CONFESSION.

The story of how a man, when arrested at Yaumati, made the frank confession that he had come to Hongkong to kill a man was told at the Magistracy this morning before Mr. N. L. Smith. The defendant was noticed by a Revenue Officer to be leaving the Yaumati ferry wharf when the officer's suspicions were aroused. He went to search the man, who resisted so much that other police assistance had to be obtained. When the man was eventually secured it was found that he had in his possession a loaded revolver. A dagger was also found on the wharf. In his statement the man admitted that he was a member of a Triad Society and he had been asked by his brother to take the revolver to Yaumati to shoot a man. The revolver was loaded in four chambers. The Magistrate sentenced the defendant to twelve months' hard labour.

ITALIAN CONVENT.

SHORTHAND RESULTS.

The Italian Convent shorthand results are: Full Certificates.—Misses Connie Stonham, Daisy Gittins, Millie Kintross and Cecilia Medina. Speed.—Misses Marjorie Garrod, Mabel Holloway, Beatrice Bliss, Maggie Ramsey, Wazira Rumsjohn, Lina McKenzie, Lily Ferguson, Victoria Manning and Nellie Kailey. Theory.—First Best.—Miss Cynthia Tavares. Second Best.—Miss Olive Xavier. Third Best.—Miss Dorothy Murray. Followed by the Misses Esmeralda Alvares, Ruby Rumsjohn, Minnie McGrath, Theresa Gill, Kathleen Murphy, Alda Remedios, Nellie Johansson, Eleanor Gomez, Aggie Ismail, Dorathie May and Grace Marshall. Elementary.—First best.—Miss Zita Gomes. Second best.—Miss Dorothy Barwald. Third best.—Miss Ethel Stainfield. Followed by the Misses Margaret Holden, Constance Martin, Bessie Danenberg, Lina Roza, Pearl Ogilvie, Anna Almeida, Lina Gomes, Frances Gomes, Dolly Hanson, Edwina Rogers, Annie Cordeiro, Vida Williams, Laura Santos, Ivy Guimaram, Emilia Figueiredo, Agnes Fung and Mollie Rahman.

MAN OVERBOARD.

CHINESE DROWNED AT SEA.

During its voyage to Hongkong from Saigon, the s.s. Prosper was delayed for some time owing to a Chinese falling overboard. The report made to the Police by the skipper of the vessel states that at about 1.30 p.m. on July 13th, the Second Officer, who was on the Bridge observed a man fall overboard. The engines were stopped immediately and the boat was turned round. A boat was lowered and the Chief Officer made a thorough search of the area, whilst a strict watch was kept from the ship, which continued to circle slowly round the spot where the man fell. All efforts failed to recover the man and the ship continued on its way.

DON'T FORGET.

TO-DAY.
Kowloon Cricket Club.—Open air concert.—9 p.m.
Theatre Royal.—"The Quilting"—9.15 p.m.
Coronet Theatre.—5.15 and 8.15 p.m.
Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.
TO-MORROW.
Coronet Theatre.—5.15 and 8.15 p.m.
Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.

SHIPPING NOTES.

(BY "NEPTUNE".)

I hear that the P. and O. vessel Himalaya, which arrived here on Tuesday, has been sold to the Admiralty, as a troopship. The Himalaya has been trooping during the War. She is a fine vessel. The s.s. Szechuen, of the new "S" class of the China Navigation Company boats, left Hongkong on her maiden trip for Shanghai on Tuesday. She is a sister boat of the Sunning and the Suiyang, and has been built by the Taikoo Dock Company. She has been constructed for comfortable travelling between Hongkong and Shanghai, and can burn oil or coal. At present, owing to the high price of oil fuel, she will burn coal.

Captain Hudson, of the Shanghai Tug and Lighterage Company, has started a nautical school at Shanghai, so that members of the Mercantile Marine have choice of Hongkong and Shanghai to study for their "tickets".

The Pacific Mail Steamship Company's building programme this year includes eleven 15,000-ton deadweight steamers, to be delivered before December. These vessels, to be driven by geared turbines, will be placed in service between Hongkong and the west coast of South America, and between San Francisco and Honolulu.

The Canadian Pacific Ocean Service have received advice from Ottawa to the effect that British passports held by persons travelling to New Zealand via Canada do not now require to be signed by the Canadian authorities. Foreign passports carrying the visa of a competent British authority granted within the preceding two years do not require Canadian visa.

Large motor vessels are being constructed by many of the leading shipbuilding firms on the Clyde. Two such ships, each of 10,670 tons deadweight, are being built for the British Steam Navigation Company, and Harland and Wolff have four building for the Glen Line, with a carrying capacity of about 13,500 tons. The Glen Line also has a number of 10,500 ton motor ships on order. The fuel situation is an important factor in motor ship building on the Clyde.

The fourth number of the "Dolphin", the journal of the Imperial Merchant Service Guild, which I received during the week, contains the first instalment of an article from the pen of Sir Reginald Dyke Acland, K. C., his subject being the log of the famous East Indianman Warren Hastings, which was recently presented by him to the Guild. In another article some American views on the training of seamen for the Mercantile Marine are expressed, from which it would appear that the politicians in America view very lightly the trade of seafaring, although their views are not shared by the representatives of the sailors themselves. There are a number of other articles of first-rate importance and interest to the Mercantile Marine.

I was amused a few days ago to read the effusion in a contemporary by a person who signs himself "Judek". It is customary for critics who write to newspapers challenging the accuracy or otherwise of an article to do so in the newspaper in which the article appeared. "Judek" admits all that I have said to be true, but that the Arbitrators in 1916 made an award granting the men and officers on the Indo-China Navigation Company's vessels and those employed by the China Navigation Company an increase of seven per cent. on their salaries, such increase to be current for the duration of the war, or, in other words, to stop when the War was over. The Arbitrators had gone into the question of the high living, and came to the conclusion that an increase of seven per cent. on what the officers and

FOR PEKING.

WILTS MEN LEAVE ON MONDAY.

We hear that the P. and O. liner Himalaya is due to leave on Monday next for Tientsin with "A" Company of the 2nd Wilt's Rgt., who will eventually proceed to Peking for guard duties at the British Legation. From Tientsin the Himalaya is sailing for Vladivostok to embark Serbs and Czechoslovaks.

SNATCHERS.

EUROPEAN SECURES AN ARREST.

A native, paying a visit to Hongkong from the country yesterday, fell a prey to a gang of snatchers in Des Voeux Road close by Cleverley Street. The affair was witnessed by Mr. Howe, of the P.W.D., through whose agency one of the men was caught and charged before Mr. N. L. Smith at the Magistracy this morning.

The complainant could only state that he felt his pocket being picked from behind and that he was unable to run fast enough to catch the man.

Mr. Howe stated that he saw a number of men hustling the complainant and that the defendant, who actually snatched the purse, ran away. Witness chased him and saw the man throw the purse away. Eventually the man was caught in the Western Market, into which he had run for concealment.

Sentence of six weeks' hard labour was passed.

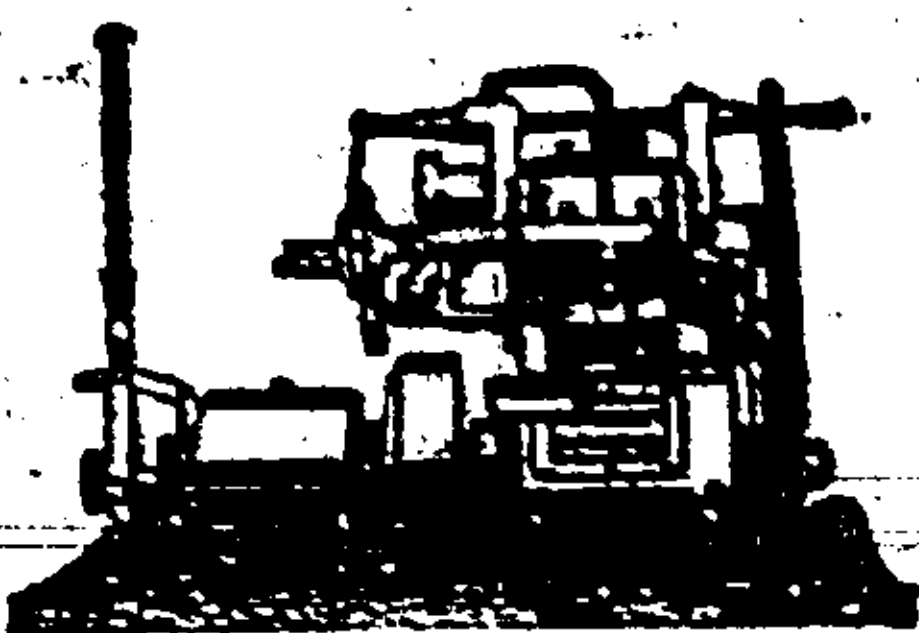
TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s/8 1/4d.

men on these vessels were drawing at the time would meet the changed conditions. It speaks volumes for Jardine's that they, of their own accord and long before the expiry of the award, granted their men a bonus of twenty per cent, which they incorporated into their salaries from the 1st of January, 1919. This fact the two Guilds did not deem fit to advertise. The men, in other words, when they were to get an increase of seven per cent, received a rise of 27 per cent, with better conditions of living, home leave, pensions, etc. The men, I know, are very thankful to Jardine's. If any of the members of the mercantile marine, in the service of the Indo-China Navigation Company and the China Navigation Company, has reason to think that he is paid very poorly, there is nothing to prevent him from seeking a better billet elsewhere. The field is wide. Probably the conditions on other lines are better! For "Index's" information, I may be permitted to say that, in writing as I have, I have never given a thought to what advertisers might think, and the intimation that the articles in this column were written to capture advertisements is as petty as it is puerile. "Judek" cannot find any arguments to refute what has appeared in this column, so like all cowards he has manufactured a baseless yarn.

Everyone knows of the high capital cost of ships, and the rise in operating expenses, but it is desirable that uninformed critics of the shipping industry should be reminded of these facts. The cost of building, to replace lost tonnage has gone up to an extent which is only reached by those who have to pay the bill, and over and above this the price of fuel and stores has risen to a considerable extent while wages have also moved to far higher levels. On top of this, the delays in port have had the effect of further raising the total cost of operating ships. So it is not all that the officers and

NOTICES.



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PROBLEMS FACING PORTUGAL.

COUNTRY TORN BY DISSENSION.

A Lisbon correspondent of the Times writes:—The serious crisis, political, financial, and economic, which afflicts Portugal, is chiefly the result of the errors of Republican Governments; and it can only be overcome by a union of all the Conservative forces, all the sound and intelligent elements in the country. This union is obviously impossible while hundreds of prominent Royalists, representing perhaps a third of the nation, are in prison.

In January, 1919, contrary to the instructions of King Manoel, a revolutionary movement broke out in Oporto, which for a few weeks re-established the Monarchy in the north. When the news reached Lisbon a similar rising was attempted there, and had the conspirators seized the Government offices and the President, the Republic would have probably fallen for a time. Instead of this, relying on the support of certain regiments, which failed them, they occupied the fort of Mondrão, on a hill outside the city, which lacked every requisite for resistance, and they were speedily overpowered and captured. Treason and the absence of common sense has ruined every Royalist plot, and this ill-timed movement was generally condemned by level-headed monarchists.

Its failure, together with the want of a born leader of men (for Paiva Couceiro, though disinterested, has time and again proved his incapacity), sounded the doom of the ephemeral "Kingdom of Oporto," and the Republican army, stiffened by Carbonari, had little difficulty in reducing the north to obedience; the trifling combats were greatly magnified in the Press and the decorations which rewarded those who had contributed to and announced the victory might lead a stranger to suppose that an act of the Great War had been played in Portugal.

IMPRISONED WITHOUT TRIAL.

Those implicated in the rising numbered many thousands, and after a year and a half many are still awaiting trial, while the prisons are full of the condemned, many of whom only keep alive through the charity of friends. The sentences have been severe, but while no one can justly blame the Republic for defending itself, public opinion has been outraged by their inequality. Azavedo, on whose shoulders the blame could not be cast, was sentenced to a servitude or exile the hero of the African wars, but the son of the Marquis of Almeida (Director of the Royalist paper *O Dia*), a junior officer, was given the severest penalty allowable by law, 15 years' exile. The son thus had to pay for the sins of the father, who though a member of the Radical Alporin group he had hastened the fall of the Monarchy, yet when the Republic was proclaimed, by one of those evolutions common in politics, became to most redoubtable opponent in the Press.

The demand has been made for an amnesty. With a view to facilitate this act of political wisdom, the Royalist leaders published a letter recommending their co-religionists to support the Government in defending law and order and lay aside for the time all attempts to realize their political aspirations. Following this a petition signed by representative men of all shades of opinion asking for an amnesty was presented to the President. It was privately understood that a favourable reply would be given and had this not been so the petition would never have been presented. However, the extremists, and especially the "defenders of the Republic" and other groups of professional revolutionaries, men mostly of no character, put their veto on the proposal, and neither the President nor the Government dared to flout them. This surprised no one acquainted with Portuguese affairs, because only three months earlier a Liberal Ministry had been prevented from taking office by the threats of a rabble of some hundreds of revolutionaries led by a man well-known to the police, an event which even the Bolshevik organ *A Batalha* condemned.

IGNORANCE AND INTOLERANCE.

As long as the Republic is thus at the mercy of a small number of ignorant and intolerant individuals, it cannot claim to represent the nation or secure the general adhesion. But more than this, it cannot hope to avoid those revolutions which for 100 years have been the curse of Portugal so long as it denies in practice the exercise of political rights to its opponents. Except in the time of Sidonio Paes no monarchist has been able to sit in Parliament as such since the proclamation of the Republic. This great President was the only one to attack the Portuguese problem in a statesmanlike way. By inviting the support and collaboration of the moderate elements, either Royalist or of no party, he satisfied the public conscience, sick of the Republic's claim to treat the country as their fief; moreover, he restored order and gave peaceful citizens a sense of security they had not enjoyed since the Monarchy fell in 1910. The pity of it was that he received more applause than useful support from the people whose interests he defended. His liberal policy caused him to be accused of treason by his fellow-Republicans, and he was murdered; but notwithstanding this he has become a national hero, and the houses are few which do not contain his portrait.

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The only other head of the State for a century of which this could be said was King Miguel I., of whom Oliveira Martins in his masterly book "Contemporary Portugal" declared: "he was the last king the people understood and loved." The influence of the extremists over the Democratic party, now as usual in power, is shown by the fact that the great President's assassin, though caught in the act, is still untried; lately, too, the papers reported that he had harangued his fellow criminals in penitentiary, crying "down with the scoundrels who demand an amnesty."

The religious question is another that needs settlement, if Portugal is to have internal peace. Nominally at least nine-tenths of the population are Catholics, yet by the separation law of a Masonic Republic the Christian religion is forbidden to be taught in the schools, both public and private, of that Christian country. Clearly, much as the Pope may seem to advise it, fervent Catholics find it hard to rally to a regime which thus tramples on the elementary right of parents to have their children educated in schools for the support of which they pay. But it may be asked: How can a small minority govern over six millions of individuals against their will?

The answer is to be found in the motto "Union is strength." While the Republic is sustained by a well-organized secret society, Masonry, which, by the way, is illegal, the Royalists and Catholics have so far proved incapable of uniting to secure their rights. If then they are often treated by Republicans as a negligible quantity, they have themselves to blame, and we need not waste pity on them; but were Republicans far-seeing, they would go half way to meet their opponents on a common platform, because their own position is yearly weakening. They are torn by internal dissensions, their champions are discredited, they have lost the affection of the lower classes in the towns which were their mainstay and have won no new adherents in the other classes.

PREYING ON THE COUNTRY.

The students of the higher schools and universities are as a rule actually anti-Republican, because they know that if the Constitutional Monarchy allowed Portugal to decline, the Republic has copied and exaggerated its tactics. The former robbed and throttled the church and expelled the religious orders, but while its administration was bad, that of the Republic has been worse. The public debt has been enormously increased (not counting the part incurred through the war and Royalist incursions) without corresponding advantages; the crowd of new public servants, veritable parasites who do little but draw their pay,

is such that the deputy Melheiro Rayman lately asserted in Parliament that 8,000 of them had no desks and so could not work if they would; the navy has more admirals and vice-admirals than ships; the army is far too large for so small a country and far too costly for its purse, 13,000 contos being spent on the Republican Guard alone, and only 3,000 on education. No wonder therefore that the deficit on the budget is nearly equal to the whole revenue and that bankruptcy is feared. The constant change of ministers is at once a cause and effect of the disorder in public life and there have been over 300 in 10 years.

By their own confession the Republicans lack man of competence. The remedy for the evils described would seem to be a union of all parties based on an amnesty for the political prisoners, free election by which Monarchist and independent opinion would be represented in Parliament, and a revision of the law of separation on the lines of that of Brazil, which is fairer than the French. The instinct of self-preservation should dictate this policy to Republicans, since it would in no wise jeopardize the existence of the Republic. King Manoel has stated that he will not return on the tide of a revolutionary movement, and without one no restoration of the monarchy is possible. There are no other likely pretenders, and the fate of Don Carlos and Sidonio Paes is enough to deter any foreign prince from accepting the throne were it offered him.

HOPE FOR THE REPUBLIC.

If the Republic can develop on conservative lines, the Catholics will come in, and the Royalists in a generation or so will be forced to accept it, as happened to the Miguelites, who were gradually absorbed into the constitutional monarchy. If, on the other hand, the Republic, in its origin masonic and demagogic, persists in remaining red there will be no end to revolutionary attempts, and the country will fall into a state of permanent disorder, which may lead to foreign intervention and control. There are signs that this truth is being widely recognized, for it is openly stated in the Press, and it is significant that the present democratic Government, in face of the Bolshevik danger, has had to copy the measures of Sidonio Paes, whose memory its supporters hate more than they hate the Monarchists.

But this is not enough. The natural evolution of six centuries of history was interrupted when the constitutional monarchy demolished to old institutions and imported others; which have never taken root, notably the British, or rather French, Parliamentary system, always a force in the Peninsula. Many thinking men and even some Republicans have come to believe that if Portugal is to revive, it is necessary to ratify the strands of the national tradition so foolishly and brutally broken by the Liberals in 1833. Republicans are wont to complain of the inaccurate statements that appear in the foreign Press about their country and to each I commend the words of Mr. Chagas, once a well-known revolutionary and now Minister in Paris, who in a letter of warning to his countrymen, printed in the *Diario de Noticias* on March 18, said:—"It is not the false news, but the true that compromises Portugal abroad."

It is absolutely necessary, if Portugal is to save her colonial empire, that she should develop it, and to do this she must first settle the internal problem and be able to concentrate all her forces and intelligence in her own defence. England, her ancient ally, could be no party to her spoliation, but with all the good will in the world we cannot save Portugal from the results of her own errors.

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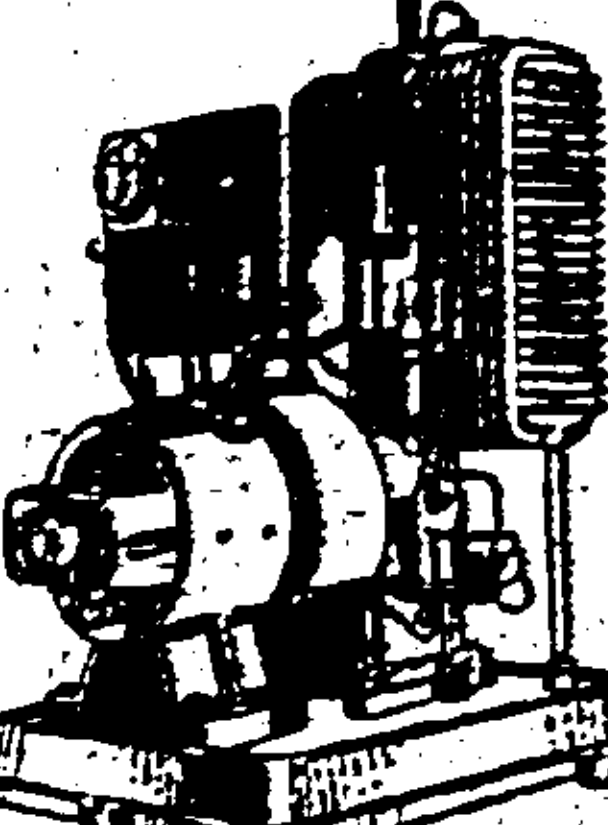
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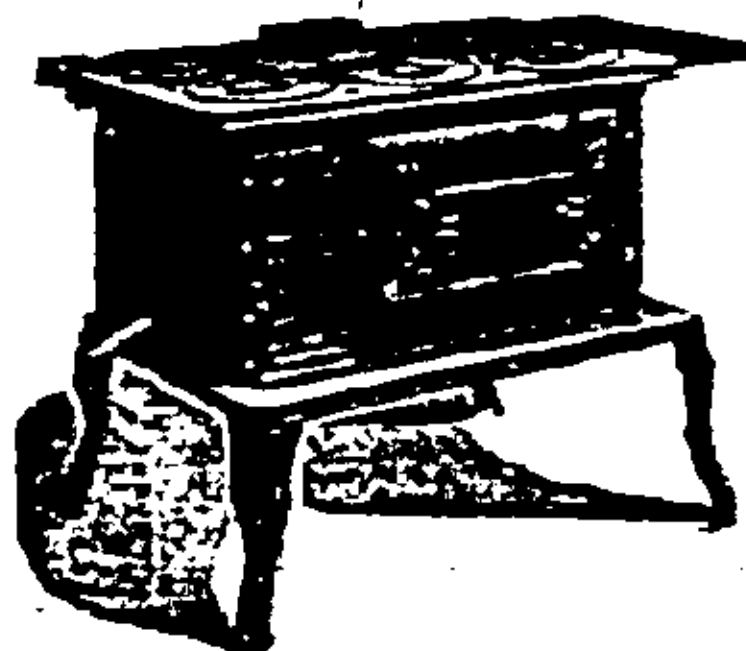
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ANGLO-AMERICAN RELATIONS.

LORD READING'S APPEAL FOR UNITY.

Lord Reading, in a speech at a luncheon of the All-Wych Club at the Connaught Rooms recently, made an impassioned appeal on behalf of Anglo-American unity, on which, he declared, depended the future of the world and the destiny of humanity. He assured the American people that the British Government desired to allow Ireland to govern herself according to her own ideas, but on the two conditions, from which there could be no departure, that Ireland could not sever herself from Great Britain, and that we could not allow the minority of Ulster to be coerced.

Sir A. Pearson, in welcoming Lord Reading, said that no man was better qualified to speak on our relations with the United States, and expressed profound admiration of the manner in which Lord Reading had carried out his duties as our acting Ambassador at Washington at a most critical period. The American Ambassador had expressed his regret at being unable to be present. They had with them two distinguished citizens of the United States, Mr. Martin Vogel, Assistant Treasurer of the United States, and Mr. Otto Kahn, who did more than any other individual in the United States to bring America into the open when the great majority of his countrymen were hesitating, and we were extremely grateful to him for his courageous attitude in those days of doubt. (Cheers.)

AMERICA'S PART IN THE WAR. Lord Reading said he was a partisan and an enthusiastic advocate of Anglo-American unity. He had an intimate acquaintance with America and with Americans. No Englishman who had been in America during the war could be otherwise than enthusiastic for the continuance of the friendship and cooperation of America and the British Empire. (Cheers.) Frank and open discussion on all subjects would result in complete understanding and a desire that the cooperation between the two countries should continue and become more and more effective.

The King had addressed to the President of the United States, in a message transmitted by Sir Auckland Geddes, words which had deep significance, and represented the opinion of the British people. The King said he took the liveliest interest in everything that promoted the welfare and prosperity of the United States. The King was speaking the mind of the people, for the Crown was the very peak of democracy. We did not give way even to the great American Republic in our worship of democracy, and the King was Sovereign over the people on behalf of the people.

He turned with equal satisfaction to the words of the President of the United States, who referred to his desire to further the cordial relations and close ties of friendship which bound together the two English-speaking nations. We in this country were animated by intense admiration of all that happened in America during the great war. When the war began we were about to celebrate the 100th anniversary of the Treaty of Ghent. It was true that America did not join us at once, but those who, like himself, had the opportunity of visiting America realized that although at that period the Administration was performance neutral, the hearts and minds of the people were not. (Cheers.)

In March, 1918, when our emergency was great, America came forward in answer to an appeal, determined to put forth all her might, and gave us that assistance in the number of men which contributed so enormously to the victory that was achieved. (Cheers.) That was a factor we

must never forget. America was involved in the contest as well as ourselves, and she was bound to do her best. Nevertheless, there might have been different counsels. It might have been thought that the American Army should wait until it could achieve a purely American triumph.

But that legitimate desire was given up, and the United States sent her men to take part in the battle with France and ourselves. He asked himself sometimes whether chance phrases or sentiments which might be uttered in the United States were to weigh in the balance against such an act as that. He held a position of the highest independence in the country, and he was able to view the situation from a detached standpoint; and his belief was fixed and unalterable that between America and ourselves lay the future of the world and the destiny of humanity. (Cheers.)

CONDITIONS OF IRISH SETTLEMENT.

There might be, and no doubt would be, misunderstandings. That happened in all relations of life. It took place even in families; and the greater the love the more candid was the criticism. (Laughter.) But we had to remember that we could not know each other's political systems so well as those who lived in the country. He sometimes wished he could reproduce conversations he had had in America on subjects of the deepest interest to this country. There was no British Ambassador who went to the United States who had not in his heart an anxious desire that it would fall to his lot to announce to America that the Irish question had been solved. (Cheers.) It had happened to him to find the cup almost at the lips; to be prepared, even, with a speech to the American people, to say we had removed one of the great matters of criticism in the country. But with that misfortune which always seemed to lag the footsteps of everything regarding Ireland, the cup was dashed from his lips.

In recent years British Governments, of whatever complexion they might be, had desired to allow Ireland to govern herself according to her own ideas. If only Irishmen could agree on what they wanted, the British Government would be only too ready to agree, and would make only two conditions—one from which there could be no departure, that Ireland could not sever herself from Great Britain (loud cheers), and the other, on which all parties were agreed, that we could not all the minority of Ulster to be coerced. (Cheers.) With these two conditions there was nothing, he thoroughly believed, that the British people would not be ready to concede to Ireland if only they could agree on some plan which they could present to us.

He made these observations because it would be folly to conceal that in America there was a way of propaganda against Great Britain. The British Ambassador had to recognize, from the moment of his arrival in the United States, the strong Irish sympathies of the American people, because self-determination appealed to them. It appealed to them no more than it appealed to us. He believed that the vast majority of the American people realized the difficulties with which we had to contend. But when the Irish difficulty had been removed one cause of disagreement and of agitation against us in the United States would disappear. (Cheers.)

TRADE RIVALRY.

Politically there could be no difficulties between the two nations. We had the same aims and purposes in view. There were trading difficulties. As the two greatest trading nations in existence we must necessarily be rivals. But rivalry need not put an

MUSIC MASTERS VISIT ETON

IS SCALE-PRACTISING WORTH WHILE?

Do not mention to an Etonian the place where the Battle of Waterloo was won—he is sick of the allusion. But perhaps you might safely tell him that the musical future of the country depends a little on what is done in the College Chapel and the Lower Chapel, and especially in the fine new music school in the lane whose name commemorates the days of something far less pleasant—the notorious flogging head, Keate.

Public school and secondary school music masters from all over the country, members of the Union of Directors of Music in Secondary Schools, met at Eton recently to see and hear what they could of Eton's music. There were representatives of Winchester, Harrow, and the other great Anglican schools, the Jesuit Stonyhurst, the Benedictine Ampleforth, the Wesleyan Kingswood, and a host of other schools of every kind that can be classed under the title "secondary." Professor Percy C. Bask, of Harrow, opened a discussion on four or five subjects which, as laid out by him, became very debatable—whether piano pupils in public schools really profit by technical exercises (how some boys would gasp if they knew the abolition of scales was even under consideration!), what to do about introducing them to music in the modern idiom, and so forth. The members attended two chapel services, and two choral practices, and very wonderful was the singing of the boys. In one of the latter they took part as temporary tenors and basses in the preparation for a concert for the forthcoming Fourth of June celebrations; many were rather expecting to be pressed to stay over for a few days and help in the event itself, but a remark of a Lower School boy overheard next morning shattered their "I say, did you hear those music masters' night? they did make a funny noise!"

end to friendship. We must strive to understand each other and not allow suspicion to grow. He had heard people in this country speak with fear of the great shipping interest which America had built up, and some people said it had been built up to compete with us. He said emphatically, with knowledge of the situation, that America built up her great shipbuilding industry, not to compete with us, but in order to do what we asked—to provide ships so that if the submarine warfare destroyed our ships there would be there to help in the transport of troops and food supplies.

At a period when we most wanted it we had extraordinary assistance from the United States in finance. He did not believe that this country desired anything in respect of the loans from the United States than that we should repay in due course to America all that we owed her. He was quite sure we had never asked America for anything else; and he did not believe that the British Government or the British people had put forward any other demand than that. The two countries had reached lofty planes of thought and action in time of crisis, let them prove themselves not incapable of it in time of peace. (Cheers.)

Mr. Martin Vogel said that in the dark days of 1918, when Sir Douglas Haig called out, "Our backs are against the wall," America was electrified. Up to that time they had not realized that their friends were in trouble. Then every man, woman, and child rose to help Great Britain and the civilized world. They came 10,000,000 strong to help the Allies to stop the enemy on the border line of France. (Cheers.)

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NOTICE TO CONSIGNEES.
The Steamship
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having arrived from Portland Ore via ports, on 16th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.
Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.
All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd inst. will be subject to rent.
No fire insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC STEAMSHIP CO.
United States Shipping Board.
Emergency Fleet Corporation
Managing Agents.
THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 15th July, 1920.

NOTICE TO CONSIGNEES.
S.S. "MAQUAN"
From SEATTLE JAPAN & MANILA.
The above-mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignee's risk.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined at 10 a.m. on 19th inst.
All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after 19th inst. will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for counter-signature immediately.
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CONSIGNEES.
NOTICE TO CONSIGNEES.
NIPPON YUSEN KAISHA.
From EUROPE AND STRAITS.
THE Company's Steamship
"SHIDZUKA MARU."
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.
Goods not cleared by the 21st July, 1920, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, 14th July, 1920.

THE ADMIRAL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"MULPURA"
having arrived from New York via ports, on the 12th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.
Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 17th by the Company's Surveyors, Messrs. Goddard and Douglas.
All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 19th, inst. will be subject to rent.
No fire insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation,
Managing Agents.
THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 13th July, 1920.

CONSIGNEES.
NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
Consignees per Co's Steamer
"BELLEROPHON."
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 16th July.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd July, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 5th August, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 15th July, 1920.

CHINA MAIL S.S. CO. LTD.
NOTICE TO CONSIGNEES.
From SAN FRANCISCO, HONOLULU, NAGASAKI & SHANGHAI.
The Steamship
"CHINA"
Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified and requested to send in their B/Lading duly endorsed for countersignature and take delivery of their goods from ship's side.
Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Monday, July 19th, at noon, will be landed at consignee's risk and expense.
Cargo undelivered on and after Thursday, July 22nd, at 5 p.m. will be subject to rent.
All broken, chafed and damaged goods will be landed into the Company's Godowns, where it will be examined on Thursday, July 22nd, 1920, at 2 p.m.
No claim will be recognised after the goods have left the ship's side or Co's Godown. All claims should be presented within three weeks of the ship's arrival, otherwise they will not be entertained.
No fire insurance whatever will be effected.
O. H. RITTER,
Agent.
Prince's Building, Ground Floor,
Hongkong, 16th July, 1920.

PEERESS LOSES HER MILLION GIFT.
DYING DEED REVOKED.
The deed signed on his deathbed by the late Lord Michelham, under which he settled \$30,000 a year (equivalent to a capital sum of £300,000 to £1,000,000) on the wife of the present Lord Michelham, was recently held in the Chancery Division to be invalid. The allegations were that Lord Michelham was unconscious at the time, and was dying.
He knew nothing about the present baron's proposed marriage, or of the terms of the marriage settlement he was signing. The pen was put in his hand, and his hand guided in making the signature.
The executors disputed the deed, and the action was fought on behalf of any possible children of the marriage.
Dr. H. T. Thompson, the family doctor, called for the defence, said that late Lord Michelham was a morose and taciturn man. When spoken to by strangers he would often refuse to reply. Even when spoken to by the baroness he often took no notice unless he felt inclined.
In witness's opinion Lord Michelham's mental faculties were the same on January 3, 1919, as they had been since September 1918, though, no doubt, owing to the fever and pneumonia, he was less inclined to answer questions.
WHY THE DEED WAS SIGNED.
Describing the signing of the marriage settlement, witness said, "When I reached the house about 10 p.m., I found an animated discussion going on in the dining room between members of the family. Miss Capel (now the wife of the present peer), and Mr. Brandon (Miss Capel's solicitor). Lady Michelham said she was most anxious for Miss Capel to marry her son, and that Lord Michelham had given his consent. Miss Capel said she was willing to marry if proper settlements were made upon her. Lady Michelham said that settlements were not necessary as she would always look after her son and Miss Capel if she became his wife. Finally Lady Michelham agreed that the settlement should be signed.
DOCTOR'S PROTEST.
"She then asked me to go upstairs and witness the signing of the deed. I protested, as I thought that in a matter of this importance the family lawyer, Mr. Chance, should be present, and that Sir Albert Stern, Lord Michelham's attorney, should know of the matter."
Lady Michelham said, "It is my wish that you go upstairs and witness the document. Mr. Brandon, Count de Lubersac and I then went to Lord Michelham's room."
Lady Michelham said to his lordship, "You have your consent to the marriage of Herman and Bertha a few days ago. Do you now wish it?" and he answered, "Yes" at the same time moving his head in affirmation. Lady Michelham said, "Do you wish to sign the settlement?" and he replied, "Yes."
Lady Michelham then took his hand in here and put the pen between his fingers. She then put her hand on his and guided it as the signature was made.
MORE DROWSY THAN USUAL.
Sergeant Sullivan: What was his condition at that time?
Witness: He was in his usual drowsy, semi-conscious condition; perhaps a little more drowsy than usual, though he was able to reply distinctly to Lady Michelham's questions.
Sergeant Sullivan: Did you form the opinion that he knew that he was signing a document dealing with his property?
Witness: I consider that he understood that he was consent-

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Electro silver and nickel Plating
Tinning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery



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Messrs. Benger's Food Ltd. are able to announce that supplies of Benger's Food should now be readily obtainable throughout India and the Far East.
Should any consumer find difficulty in obtaining Benger's Food, communications addressed to Benger's Food Ltd., Manchester, England, will receive prompt attention.



BENGER'S Food
is for INFANTS, INVALIDS and the AGED.
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BENGER'S FOOD LTD., MANCHESTER, England.
Branch Office: 220, TATE, U.S.A., 22, Beakman Street, 31, ST. MARK'S, 17, 17th Street.

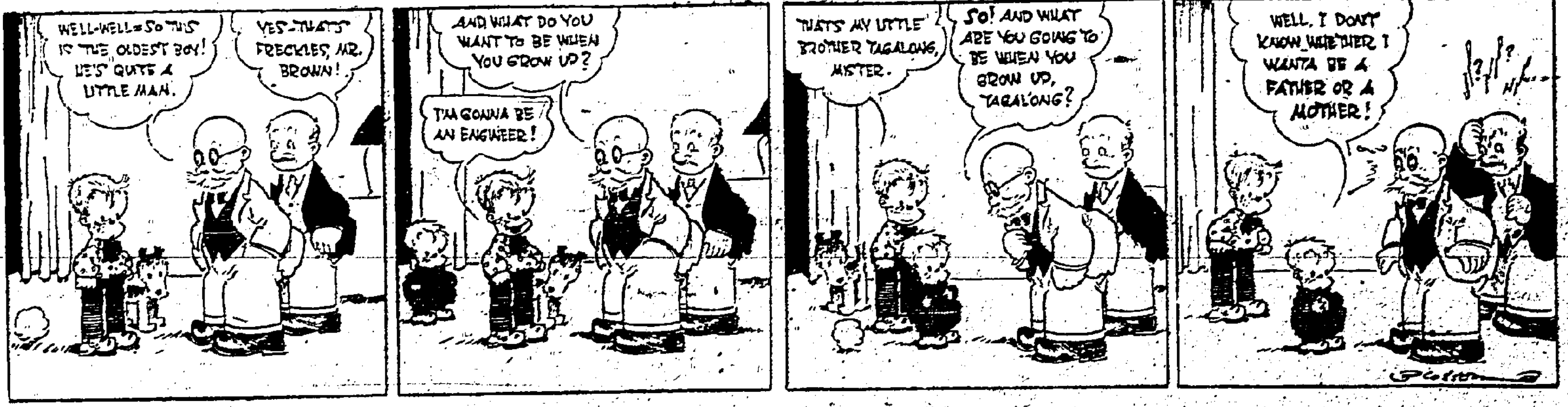
CHURCH APPEAL TO RUBBER COMPANIES.
At the Church of Scotland assembly, the Rev. G. D. Hutton, Dunbar, who presented the report of the Colonial Committee, made an appeal to the shareholders of rubber companies to contribute to the funds of the Committee £1,000 per year for 5 years, and undertook that with that contribution the Committee would provide within that period five self-supporting churches in the Colonies, and especially in the Malay States, where so many Scotsmen were employed. Referring to the work in Egypt, Mr. Hutton said that the British Government had failed in that country to respect the Lord's Day. In Egypt Sunday was the same as any other day with the result—not surprising—that a Christian nation failed to command respect in a Mohammedan country (Applause).

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WORLD'S OLDEST YACHT CLUB.

QUAINT CUSTOMS RECALLED.

This is the bicentenary of the Royal Cork Yacht Club, the oldest yacht club in existence. The club was founded in 1720, and was, in those days, known as the Water Club of the Harbour of Cork. Its records are most interesting. The original "Rules and Orders" make very quaint reading, and throw a deal of light on the customs observed by that early generation of yachtsmen.

The sport was pursued under totally different conditions to those that obtain at the present time. There is no record of any racing as we recognize it now. The members of the Water Club met periodically, and, under the command of their admiral, engaged in various manoeuvres. Their sailing rules were based almost entirely on naval usage and regulations. We might, in fact, regard this old organisation as in a manner resembling our present-day R.N.V.R.

The members submitted themselves to a strict discipline. An admiral and vice-admiral were elected, and the ordinary members were styled captains. The fleet vessels met once every spring tide from the 1st in April to the last in September—a fortnightly cruise. The cruises were conducted with great ceremony, and there appears always to have been a considerable expenditure of gunpowder, all signals being made to the accompaniment of the firing of guns. Some of the rules made special reference to the supply of gunpowder for the fleet.

PENALTY FOR ABSENCE.

Members were expected to attend all cruises, and one rule laid down that any captain being absent without showing good cause should forfeit for each offence one English crown towards buying gunpowder for the fleet, which the secretary was instructed to levy and lay out for the said use. The secretary was further ordered to write to absentees, giving notice of the next meeting, either by post or messenger; the captain so written to, to pay the cost.

On the days appointed for the cruises the fleet assembled at the first quarter ebb, and any abate of the Castle in Spike Island forfeited a British half-crown for gunpowder for the fleet. Vessels, as they joined the fleet, had to salute the admiral and, if any vessel had no guns to fire, three cheers were to be given which would be returned by the admiral the one cheer more from the vessel saluting.

At a given signal the fleet got under way, the admiral leading and the vice-admiral bringing up the rear, while the other vessels formed two lines and took up positions according to the seniority of the captains. On no account could any vessel sail off, or to windward of, the admiral unless ordered to do so. Neither could she leave the line without permission. Even if a sick person were aboard any vessel and wished to be landed, the admiral's permission had to be obtained by making signals accompanied, of course, with the firing of a gun. The admiral gave permission by hoisting a white flag, if he refused it he showed a red flag and fired a gun. One is left to conjecture the effect a refusal had on the sick person's enthusiasm for racing.

The only approach to what we might regard as racing was when the admiral gave orders for the fleet to chase an imaginary enemy. This he did by hoisting Dutch colours under his own flag and firing a gun from each quarter.

The admiral appears to have been quite an autocrat in this little sphere of yachting. The sailing rules gave him absolute authority over the fleet and the

concluding rule read, "Every officer to obey such further orders as the admiral of the day, from time to time, shall give him."

The quarters of the club were situated on Haulbowline Island, and the conduct of members ashore seems to have been as strictly regulated as when aloft. The rules, at least, would lead one to suppose so.

Each member had to entertain in turn according to seniority. The rule on this point read: "That each member (unless out of the kingdom) entertains in turn, or substitutes a member in his room, otherwise the secretary is to provide a dinner, the cost of which is to be paid by the member whose turn it shall be to attend, on pain of expulsion." A dinner apparently followed each cruise.

On these occasions no admiral was allowed to bring more than two dishes of meat for the entertainment of the club, while, further, it was resolved, "That no admiral presume to bring more than two dozen of wine to his treat, for it has always been deemed a breach of the ancient rules and constitutions of the club, except when my Lords and Judges are invited."

KNIGHT OF THE ISLAND.

There was another officer of the club styled the Knight of the Island. He appears to have been responsible for the safety of the club's property, and even the precincts of the club seems to have been jealously guarded. No person not a member could obtain admission unless personally introduced by a member or upon an order signed by at least five members. In cases where a stranger was personally introduced he must have spent the previous night at the house of the member introducing him. On club days no person was suffered even to land on the island unless by leave of the admiral.

At one period the wearing of long-tail wigs, large sleeves and ruffles, was prohibited in the club, and a rule was added to the book on April 21, 1731, in which it was ordered, "that for the future, unless the company exceed that number of fifteen, no man be allowed more than one bottle to his share and a peremptory." This would appear a very stringent rule in view of what we understand of the drinking customs of the period, but there were possibilities of making this elastic as another rule laid down that such members or others as should talk of sailing after dinner should be fined a tanner.

An interesting reference to the club appeared in a book published in 1745, entitled, "Tour through Ireland by two English Gentlemen." It reads, "I shall now acquaint your lordships with a ceremony they have in Cork. It is somewhat like that of the Duke of Venice's wedding the sea. A set of worthy gentlemen, who have formed themselves into a body which they call the Water Club, proceed a few leagues out to sea once a year in a number of little vessels which, for painting and gilding, exceed the King's yacht at Greenwich and Deptford. Their admiral, who is elected annually, leads the van, and receives the honours of the flag. The rest of the fleet fall in their proper stations and keep line in the same manner as the King's ships. This fleet is attended with a prodigious number of boats which, with their colours flying, drums beating, and trumpet sounding, forms one of the most agreeable and splendid sights your lordships can conceive."

The names of a few of the original members are handed down to us in the records. Among those who were members in 1720 we find the names of Lord Inchiquin, the Hon. James O'Brien, Charles O'Neal, Henry Mitchell, Richard Bullen, Chaplain, and John Rogers.

THE NEW LAND BILL.

CORN PRICES TO BE FIXED.

The bill embodying the Government's new land and corn production policy, which Sir Arthur Griffith-Boscawen formally introduced in the House of Commons just before the adjournment, was issued recently.

It contains the provisions as to guaranteed minimum prices which have already been announced by the Government and proposes important changes in existing agricultural holdings legislation.

The bill proposes to make permanent the temporary provisions of the Corn Production Act, 1917, including the provisions as to agricultural workmen and the enforcement of proper cultivation, with provision for termination, by means of an Order in Council, that part which deal with guaranteed minimum prices, but subject to the condition that the order shall not take effect until the expiration of the fourth year after the date on which it is made.

Instead of prices fixed by the Act of 1917 the minimum prices in future are to be based on the following minimum prices for the standard year 1919, viz: wheat 43s. per quarter of 504lb. and oats 46s. per quarter of 336lb. Minimum prices for 1921 and subsequent years are to be fixed by three Commissioners, and are to rise or fall in comparison with the above prices for the standard year in the same proportion as the cost of production rises or falls in comparison with the cost for the standard year.

As for the enforcement of proper cultivation, it is proposed that orders for a change in cultivation shall only be made where they are "not calculated to affect injuriously the persons interested in the land," and the right of appeal to an arbitrator is provided to determine whether the order is properly made. A new power is given to order landlords to execute the repairs which are necessary to secure proper cultivation by their tenants, and if the landlord fails to comply the tenant may be authorised by the Minister to execute the works and recover the cost from the landlord. These orders are also subject to an appeal to arbitration.

BADLY MANAGED ESTATES.

It is proposed that the failure to comply with a notice requiring cultivation according to the rules of good husbandry or requiring a change in the manner of cultivating land shall be an offence punishable by fine, and also that the central authority or any county agricultural committee acting on its behalf shall be entitled to execute the work and recover the cost. Cases have occurred in which good husbandry and food production have been prejudiced by the general mismanagement of an estate, and power is given by the bill for the Minister in such cases on the recommendation of the county agricultural committee, and after full inquiry, to make an order appointing a receiver and manager to act on behalf of the owner with wide powers of management. An appeal to the High Court against such an order is included in the bill.

Part II. of the bill, framed generally on the lines suggested by Lord Selborne's Reconstruction Committee, proposes to secure tenants against the loss consequent on eviction by extending the existing provisions with regard to recovery of compensation for disturbance. If a tenant is required to quit without any fault on his part, he will receive full compensation for all loss directly attributable to the quitting, together with an additional sum equal to one year's rent. If the notice to quit is given capriciously, without good and sufficient cause and for reasons inconsistent with good estate management—but in no other case, this additional sum may be increased by the arbitrator to four years' rent.

READJUSTMENT OF RENT.

The bill, without setting up a rent tribunal, indirectly provides a method for readjustment of rent without the necessity of serving a notice to quit. The landlord will not be liable to pay compensation for disturbance if the tenant refuses to agree to an arbitration as to an increase of rent, and thereby forces the landlord to determine his tenancy. On the other hand, the landlord will be liable to pay such compensation if he refuses a request by the tenant that there should be an arbitration as to reduction of

NOTICES.

DAIRY FARM NEWS.

POULTRY

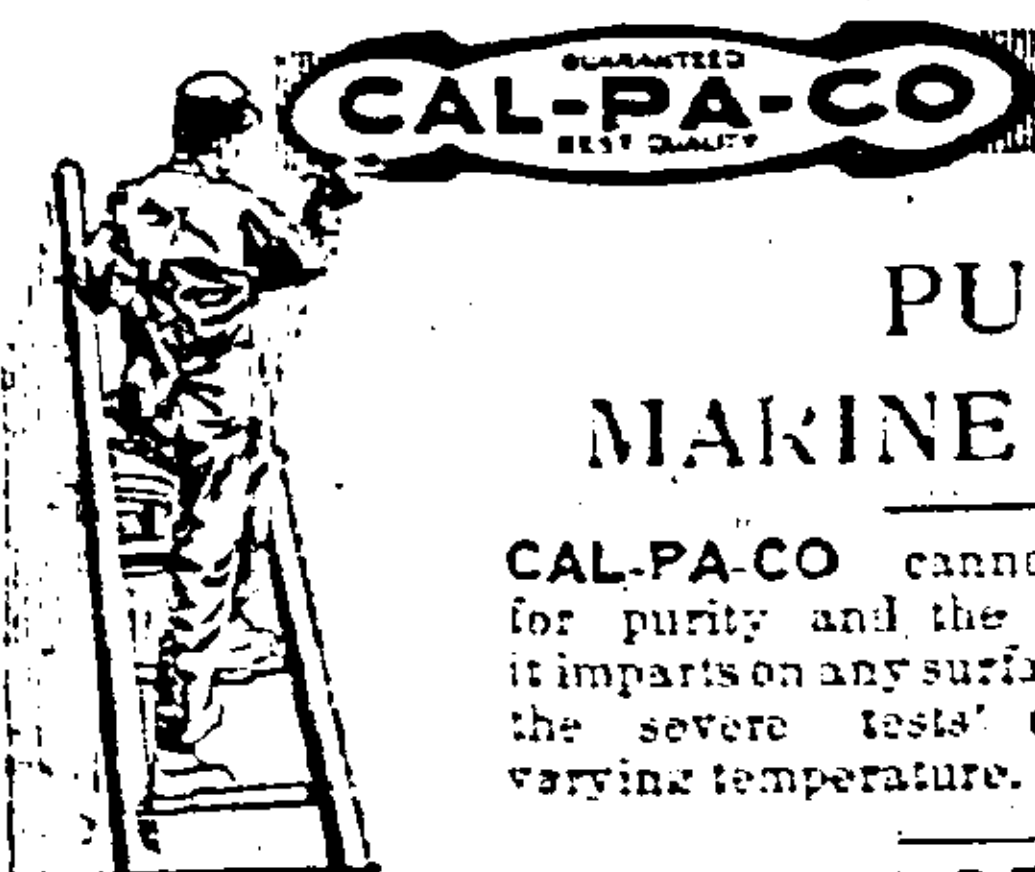
Owing to the high price of imported poultry, our prices for own housefled poultry will be as follows on and after the 8th inst:—

CAPONS - - - 55 cents per lb.

CHICKENS - - 60 " " "

7th. July, 1920.

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MILK CHOCOLATE BARS (with Toasted Almonds)
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CAILLER'S

PLAIN (Vanilla Flavour) CHOCOLATE 1 lb. pkcts.
ROYALTY BONBONS, 1 lb. boxes.
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CHOCOLATE BONBONS
In oval tins of 6 oz., 1 lb., 12 oz., & 1 lb.

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and other Stores.

rent, and in consequence forces the tenant to leave.

Another clause materially improves the position of a tenant as regards compensation for improvements. As regards market garden improvements, the clause contains provisions enabling the Agricultural Committee to apply to a holding, or any part of a holding, the conditions known as "the Evesham custom," under which the tenant who determines his tenancy is only entitled to compensation for market garden improvements if he can find another tenant willing to take his place and to undertake his liability for compensation.

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Monteagle...	Aug. 12	Sept. 5
Empress of Russia...	Aug. 25	Sept. 13
Empress of Japan...	Sept. 14	Oct. 5
Empress of Russia...	Oct. 21	Nov. 8
Monteagle...	Oct. 26	Nov. 19
Empress of Japan...	Nov. 9	Nov. 30
Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3

* will omit her usual call at Kobe.

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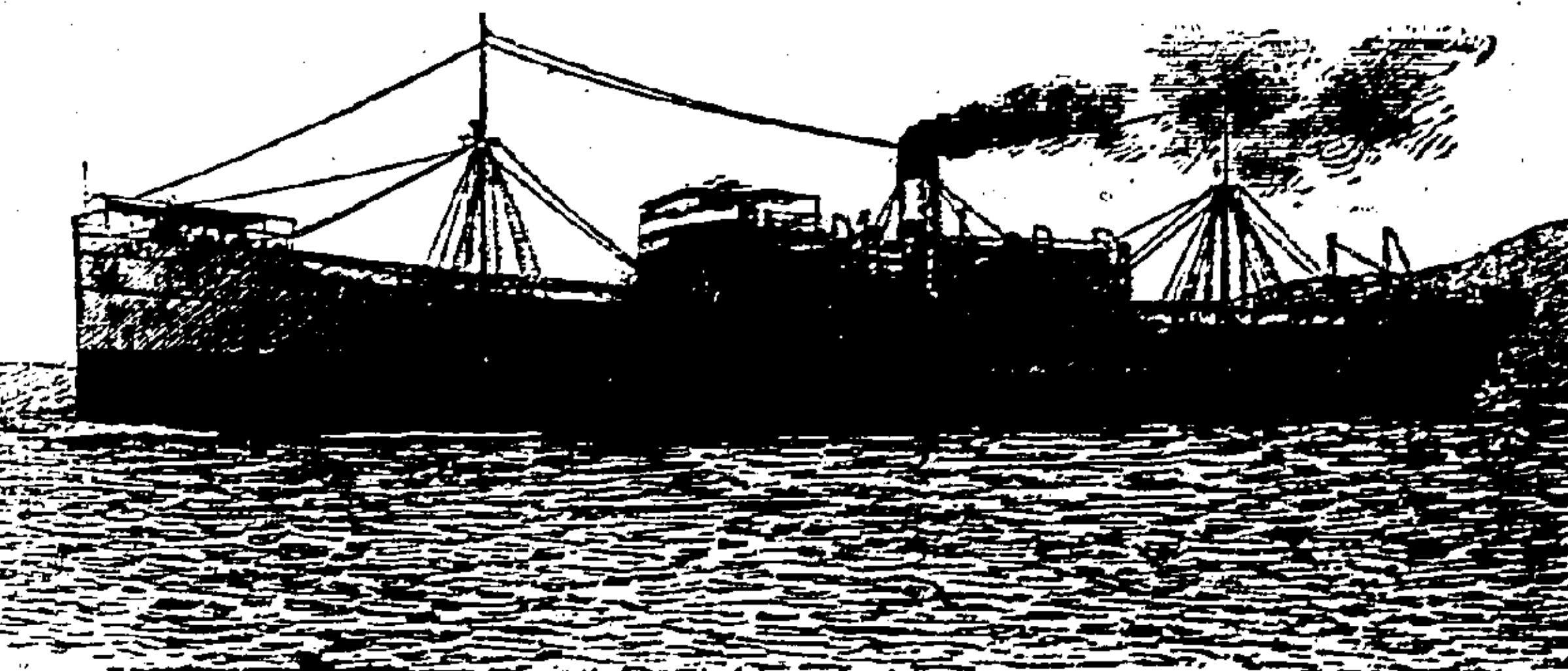
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S.S. WEST HIKI...	Aug. 10	S.S. WEST HIKI...	Aug. 13
S.S. VINITA...	Sept. 12	S.S. VINITA...	Sept. 15
S.S. WEST HIXTON...	Oct. 7	S.S. WEST HIXTON...	Oct. 10

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S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	8,100	17 July, 4 p.m.	S'pore, Colombo & B'bay.
DEVANHA	9,000	23rd July, 1 p.m.	S'pore, Penang, Colombo, Port Said, Marseilles, London and Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,300	23rd July, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	19 July noon	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
EASTERN	4,000	20th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,000	18 July, d'light	Shanghai, Kobe & Y'ham.
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KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.

FUJIMI MARU (Calling Manila) Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ITO MARU Thursday, 29th July, at noon.

AWA MARU Friday, 6th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Banja Wangi, Surabaya, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, Cebu, Suez & Port Said.

TOKUSHIMA MARU Tuesday, 20th July.

AWA MARU Thursday, 22nd July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

HIKOKU MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 18th Aug., at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU Tuesday, 29th July.

SOUTH AMERICAN PORTS via Singapore, Rangoon & Calcutta.

PENANG MARU Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU Thursday, 22nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU Wednesday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

TANGO MARU Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

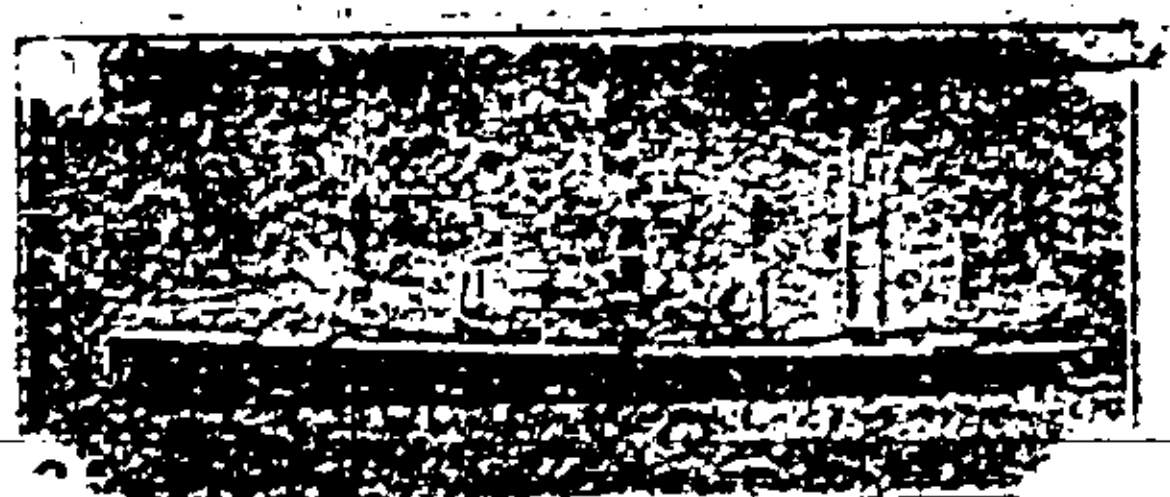
KANAGAWA MARU Monday, 19th July.

KAGA MARU Friday, 30th July, at 11 a.m.

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Tjilmanoeck	Japan	in port	17th July	Java.
Tjilalak	Java	in port	21st July	Yokohama.
Tjililong	Java	20th July	26th July	Amoy/S'hai.
Tjililap	Java	25th July	29th July	Swatow.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. Yok. Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Tuesday, 20th July.

"SIAM MARU" Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"MANILA MARU" Tuesday, 20th July.

"AFRICA MARU" Saturday, 21st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Thursday, 22nd July.

SAN FRANCISCO & NEW ORLEANS.

"CELEBES MARU" Saturday, 17th July.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"LUZON MARU" Saturday, 24th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 19th July.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" Thursday, 29th July.

For sailing dates and further particulars please apply to—**Y. YASUDA, Manager.**

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	10th July.	15th July.
TAIYUAN	3rd Aug.	8th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
Agents.

Telephone No. 35.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT

For	Steamer	Sailing
LONDON & HAMBURG	"KATHLAMBA"	20th July.
LONDON	"KANSA"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton. General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

Sailing on or about 29th July.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "INNSBRUCK" on or about 4th August.

S.S. "HUNGARIA" on or about 21st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "BORNEO MARU"

Sailing on or about 26th July.

For JAVA, "RIOJUN MARU"

Sailing on or about 31st July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	"Fooksang"	Sat., 17th July at noon.
TIENTSIN via Chafoo	"Cheongshing"	Sun., 18th July at d'light.
SHANGHAI via Swatow	"Hopsang"	Wed., 21st July at d'light.
MANILA	"Wingsang"	Wed., 21st July at 3 p.m.
MOJIK & Kobe	"Laisang"	Thur., 22nd July at 5 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hong & Tiensin calling at Weihaiwei & Chafoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about July 17th, at 3 p.m. for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EASTINDIES.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA, CEBU & ILOILO	Hanyang	17th July at 4 p.m.
SHANGHAI & TSINGTAO	Teian	17th July at 4 p.m.
AMOY, SHAI & PUKOW	Shantung	20th July at 10 a.m.
SWATOW & BANGKOK	Chinhua	20th July at 11 a.m.
WEIHAIWEI, CHEFOO, NEW-CHWANG & TIENTSIN	Muchow	21st July at 4 p.m.
SHANGHAI	Shinkang	22nd July at noon.

SHANGHAI LINE—PASSENGERS, MATLS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong July, 16, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	TUES., 20th July at 2 p.m.
Haiching	A. H. Stewart	FRI., 23rd July at 2 p.m.
Hailong	J. S. Thomson	TUES., 27th July at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	37th July.
"CITY OF OMAN"	via Suez	27th Aug.
"BIRMINGHAM CITY"	via Suez	6th Sept.
"SINGAPORE"	via Suez	20th Sept.
"CITY OF DUNKERK"	via Suez	

* Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. **AKI MARU** (Australian Line) left Sydney for this port via Manila on the 1st July, and is expected here on the 20th July.

The N. Y. K. s.s. **KANAGAWA MARU** (Bombay Line) left Bombay for this port via Taticorin on the 1st July and is expected here on the 18th July.

The R.M.S. **EMPRESS OF ASIA** left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 1st July and is due here on or about the 22nd July.

The N. Y. K. s.s. **KANGAWA MARU** (Bombay Line) left Taticorin for this port direct on the 7th July, and is expected here on the 18th July.

The N. Y. K. s.s.

TO-DAY'S PICTURES.



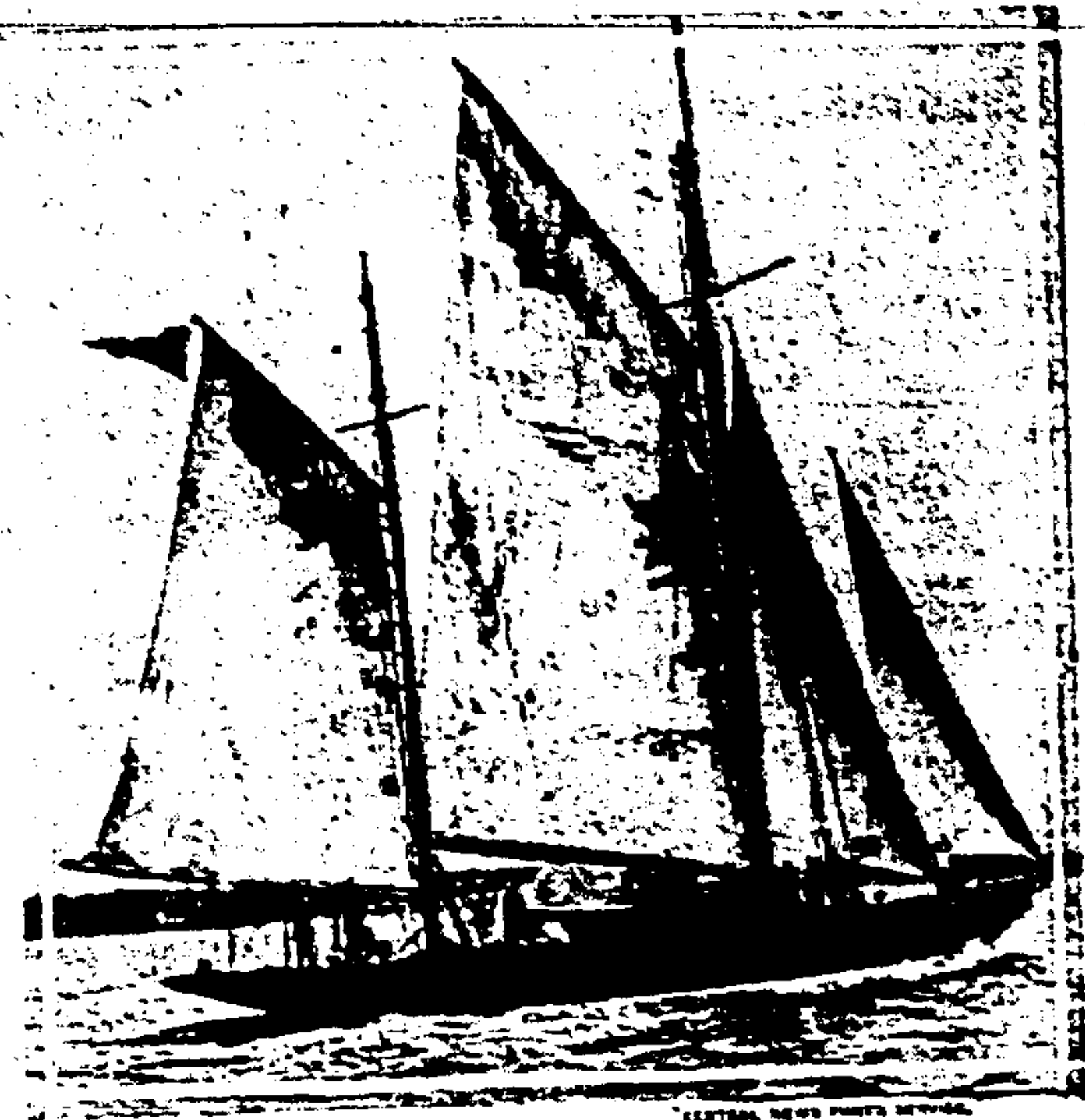
THE BREAD LINE AT RIGA.

Waiting for food at a Red Cross depot in Riga, a former Russian Baltic province, where many Russians made their homes.



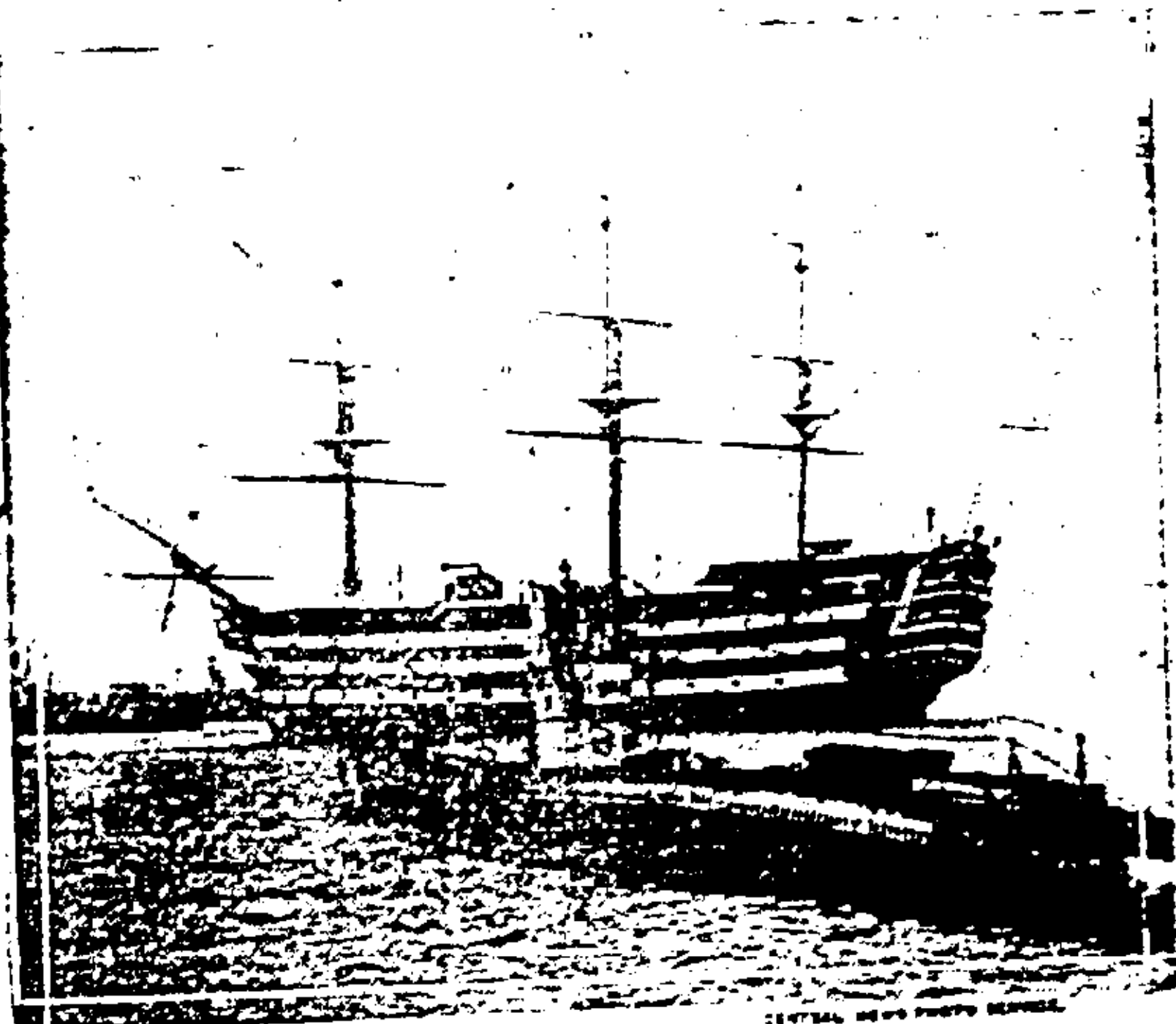
HERO OF KUT.

A new photograph of General Townshend, now on a visit to America.



SHAMROCK III.

Sir Thomas Lipton's yacht Shamrock III which has been engaging in a series of trials with the American Cup challenger Shamrock IV.



OVERHAULING THE "VICTORY."

Nelson's famous flagship is now seen in the naval base at Portsmouth, where she is to be overhauled. An submarine is seen in the foreground.



GERMAN CABINET.

A recent photo of the German Cabinet in session.



GERMAN BOXER.

Above is seen Otto Funt, the heavyweight boxer of Germany.

DOINGS OF THE DUFFS.

Tom Caught Mother Without Her Scenery.

BY ALLMAN



PICTORIAL SUPPLEMENT.

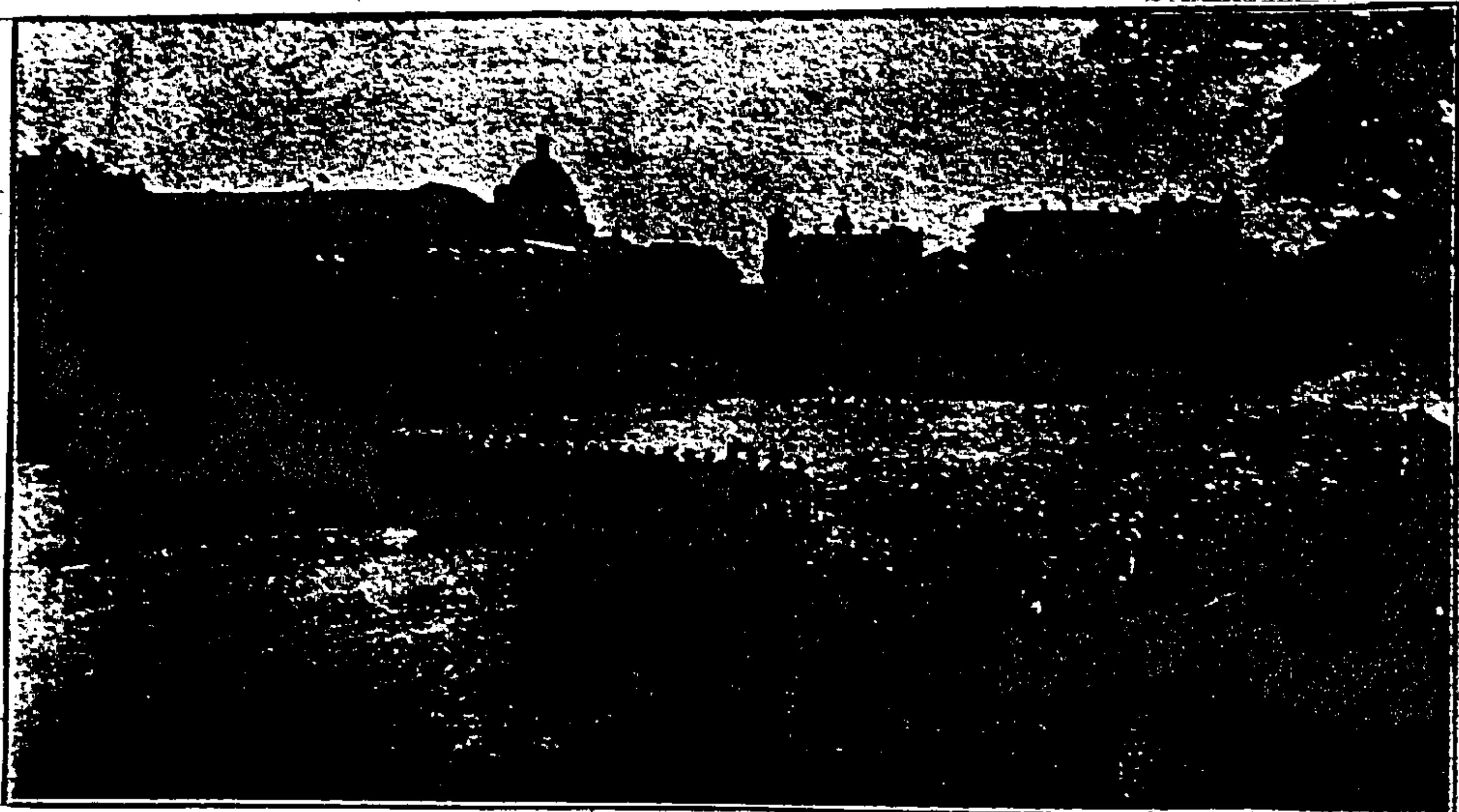


Photo: Mee Cheung.

Parade of the 2nd Battn. Wiltshire Regiment in honour of anniversary of the Battle of Trones Wood.



Plucky Chinese bluejackets of H.M.S. Tamar, whose bravery in a typhoon last year has been remarked by the presentation of vellum life-saving certificates. They are (left to right) Able Seaman Sai; Leading Seaman Tai Sing (who was also given a medal); and Able Seaman Kum Chun.

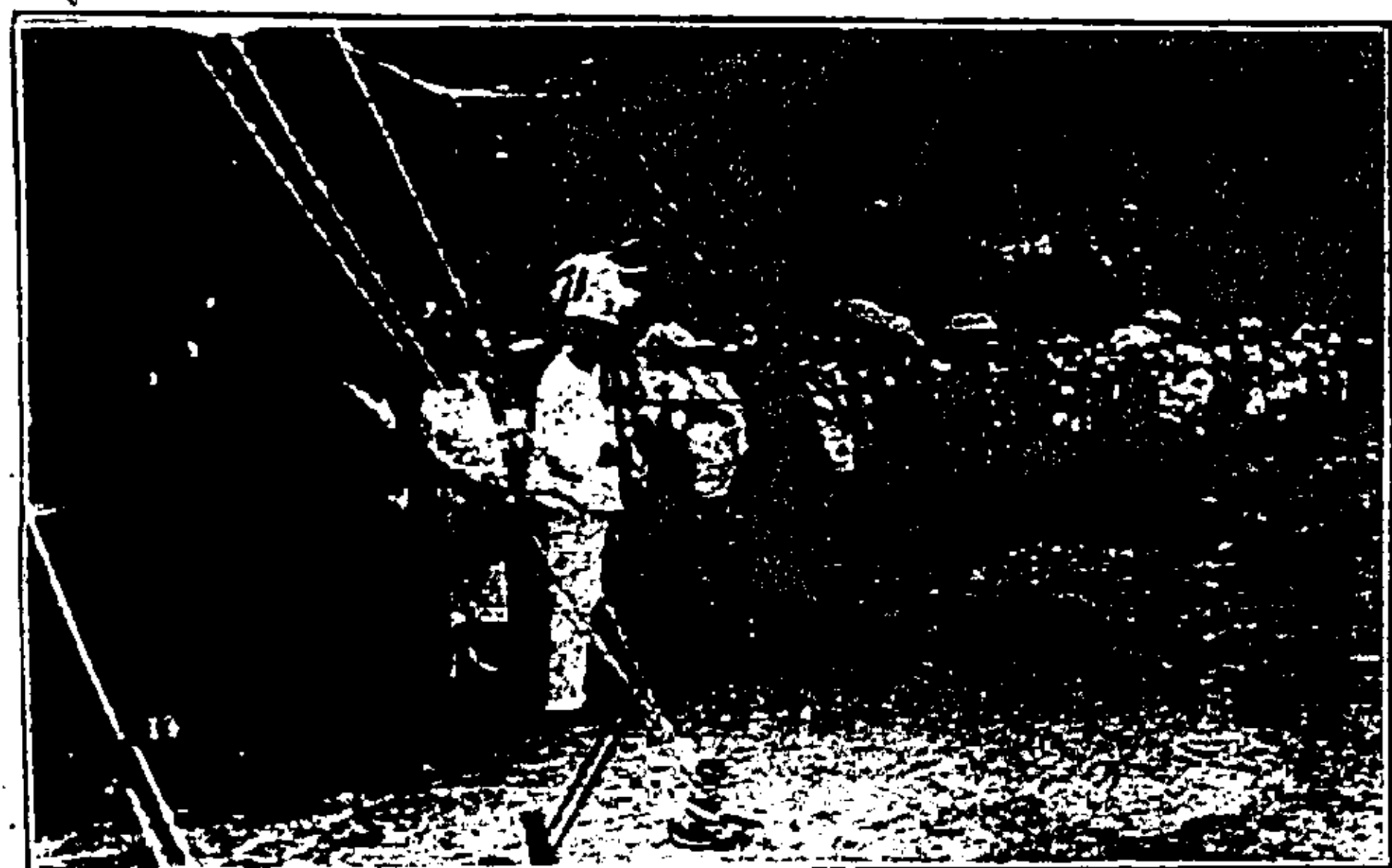


Photo: Mee Cheung.

H.E. the Governor and H.E. Major General Ventris at the above parade.



Photo: Mee Cheung.

H.E. the Governor arrives at the Wiltshires' celebration.



Photo: Tientsin Press.

Peking amateurs presenting "As You Like It" out of doors.



Photo: Tientsin Press.

Full cast of "As You Like It" presented by Peking amateurs, all the parts being taken by ladies.

NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America

Foreign Offices.

ANTWERP	GLASGOW	NICE
BARCELONA	HAMBURG	PARIS
BERLIN	HAVRE	PETROGRAD
BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	STOCKHOLM
CHRISTIANIA	MANILA	TOKYO
COBLENZ	MARSEILLES	VALPARISO
COPENHAGEN	MONTREAL	YOKOHAMA
GENOA	NAPLES	

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars, Pesos,
Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

15TH JULY

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephone: 2477 & 2478
AGENTS: 5th floor
Hotel Mansions.

CANADIAN PACIFIC OCEAN SERVICES.

LIMITED.

S. S. "METHVEN"

WILL BE DESPATCHED ON OR ABOUT THE 30TH JULY

FOR SINGAPORE

TAKING CARGO AT CURRENT RATES OF FREIGHT.

For space and further particulars, apply to:—

P. A. COX,

Acting General Agent,

C. P. O. S. Ltd.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.

The following Unclaimed Tele-
grams are lying here:—
Rustia, from Yokohama.
Petrus Steamer Africa Cab-
line 11, from Vladivostok.
Anne, from Shanghai.
Walter Bouner, Carlton Hotel,
from Shanghai.
5478, from Shanghai.
Youngkannan Leehing Co.,
from Shanghai.

Yuhung, from Shanghai.
Kwongshing, from Amoy.
Arthur Nilson Co., from Kobe.
Lee Bros, from Kobe.
Chi'onghong Wenfiekai, from
Shanghai.
Kwattiangset, from Amoy.
Wingtungchong, from Shang-
hai.
1102, 0030, 7319, 5894, 0360 etc.
from Amoy.
R. C. Wilson Sailors Home,
from Shanghai.
Hongtye, from Amoy.
0491, 6536, 3087, etc., from
Shanghai.
Fathin, Connaught road, from
Shanghai.
4135, 3952, 2770, 1420, 5050,
5391 etc., from Amoy.
2413, 2006, from Amoy.
Tsukada Superfine, from Osaka.
N. LUND.
Act. Superintendent,
Hongkong, July 15, 1920.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO. LTD.
Alpe, from Colon.
Miffet, from Lyon.
Tracy Hall, Asia Banking
Corporation, from Los Angeles,
California.
M. E. F. AIRBY,
Superintendent,
Hongkong, July 15, 1920.

WATER RETURN.

Level and Storage of water in
Reservoirs on July 1, 1920.
CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Reservoir	Level	Storage
Victoria	124.5	1,200,000
Wong Chung	124.5	1,200,000
Wong Chung	124.5	1,200,000
Wong Chung	124.5	1,200,000
Wong Chung	124.5	1,200,000
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Wong Chung	124.5	1,200,000

THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.

BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.

Head Office 14, Gracechurch
Street, London, E.C. 4.
Authorized Capital — £10,000,000
Subscribed Capital — £10,000,000
Paid Up Capital — £10,000,000
Reserve Fund — £10,000,000

BRANCHES:
The Bank of England
The Bank of India City & Midland Bank, Ltd.
The Bank of China

Branches:
Bombay, Calcutta, Cebu, Hongkong, London, Madras, Manila, New York, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Every description of Banking and Exchange
business transacted.
Interest allowed on Current Accounts at 2 per
cent per annum on their balances, and on
Fixed Deposits at rates which may be ascertained
on application.
J. L. SANDER,
Acting Manager.
1, Queen's Road Central,
Hongkong, 17th December, 1919.

THE BANK OF EAST ASIA LTD.

司公限有行東亞

Head Office

No. 2, Queen's Road Central.

Paid up Capital — \$2,000,000.00

Directors:

Mr. Chow Shoo San, Mr. Lee Koon Chan,
Mr. Koo Ying Po, Mr. Wang Yung Tung,
Mr. Chan Ching Shao, Mr. Wang Yung Tung,
Mr. Chan Ching Shao, Mr. Wang Yung Tung,
Mr. P. K. Kwok, Mr. Wang Yung Tung.

Chief Manager.

Asst. Manager.

Every description of Banking and Exchange
business transacted.
Interest allowed on Current Accounts at 2 per
cent per annum on their balances, and on
Fixed Deposits at rates which may be ascertained
on application.
J. L. SANDER,
Acting Manager.
1, Queen's Road Central,
Hongkong, 17th December, 1919.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

Authorized Capital \$50,000,000.00
Paid up Capital 12,379,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central. Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

London Bankers—The National
Provincial and Union Bank
of England, Ltd.

New York Bankers—Irvine
Trust Company.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.

Every description of Banking
Business transacted.

Loans granted on approved
securities.

Special facilities for Home
Exchange.

Interest on Fixed Deposits at
the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Centrl.

Paid-up Capital — \$2,000,000.00

Reserve Fund — 200,000.00

Directors:

Mr. Chow Shoo San, Mr. Lee Koon Chan,
Mr. Koo Ying Po, Mr. Wang Yung Tung,
Mr. Chan Ching Shao, Mr. Wang Yung Tung,
Mr. Chan Ching Shao, Mr. Wang Yung Tung,
Mr. P. K. Kwok, Mr. Wang Yung Tung.

Chief Manager—Koo Ying Po, Esq.
Asst. Manager—Li Tze Fung, Esq.

Every description of Banking and Exchange
business transacted. Loans granted on
approved securities.

Interest allowed on Current Deposit accounts
at the rate of 2 per cent per annum and on
Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per annum.
For 6 months at the rate of 4 1/2 per annum.
For 12 months at the rate of 5 1/2 per annum.

SAN TONG TO,
Chief Manager.

Hongkong, February 12th, 1920.

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000. Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES.

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.

American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.

D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)

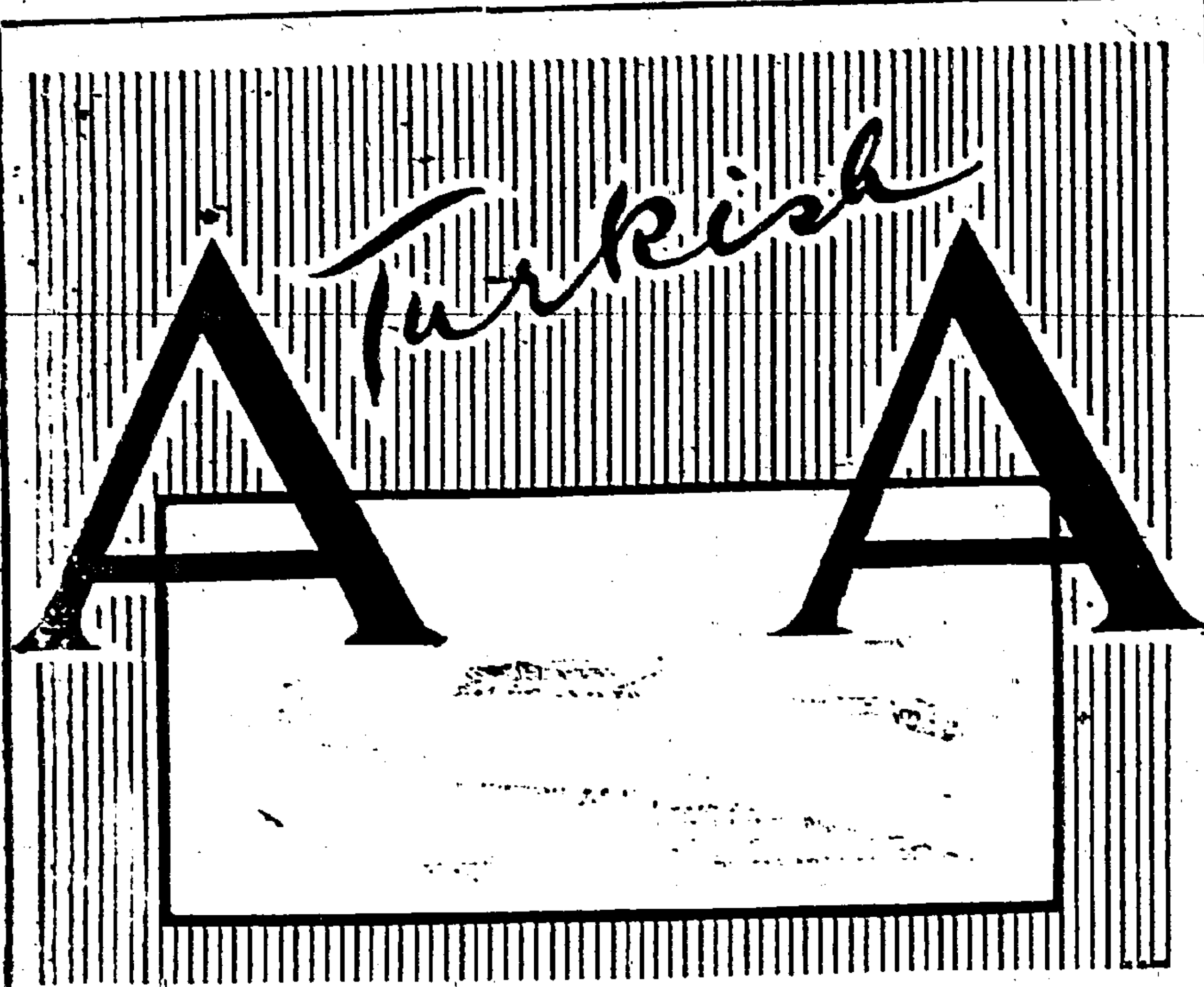
Authorized Capital \$50,000,000.00
Paid up Capital 12,379,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central. Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

London Bankers—The National
Provincial and Union Bank
of England, Ltd.

NOTICES.



Cigarettes.

Its Mild
Mellow Flavor
and Spicy
Tang Satisfy
Ten Smokers
Out of Ten.

This advertisement is issued by Westminister Tobacco Co., Ltd.

THE FAR EAST.

CONDITIONS IN JAPAN.

The National Bible Society of Scotland recently received a letter from Kobe, dated 19th April, from which the following extract is taken:—

"It is very difficult to even attempt to write of the conditions of life in Japan at present. Congestion and defective conditions grow daily worse. Railway service and steamer accommodation grow daily more impossible. The Department of Communications are working on a budget framed two years ago, and commercial prosperity has caused an immense increase in travel, so that all trains and trams are always and everywhere crowded to suffocation, and accidents are daily occurrences."

"Of course it goes without saying that the hotel accommodation is well-nigh impossible to obtain, and our correspondents have much to put up with besides high prices."

"Never in any thirty years in Japan have postal facilities been so deplorable. Any letter that requires anything like prompt reply has to be franked ten times the ordinary fee for special delivery, and as for the telegraphic service it is quite hopeless. I recently turned over a heap of 180 telegrams at the post office, none of which ought to have failed to reach its addressee. Literally scores of tons of foreign mail bags lie in the warehouse of the Central Post Office in Tokyo."

"In general commercial life we are on the verge of a financial panic, due to speculators failing to meet obligations. Exchanges have been closed for over a week."

PASSENGERS DEPARTED.

Per s.s. CHANGSHI, 15th July 1920.—Mr. J. F. Buckley, Mr. A. L. C. Ighour, Mr. A. L. on, Miss J. E. Macartney, Mr. & Mrs. J. D. Polley.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan—Per ST. ALBANS, 17th July.
Bombay—Per KANAGAWA M., 18th July.
Japan—Per TOKIWA M., 20th July.

Australia and Manila—Per AKI M., 20th July.
Japan—Per SHIMI M., 21st July.

OUTWARD MAILS.

TO-MORROW.

Dairen—Per HSIN PING ON, 18th July, 9 a.m.
Japan via Nagasaki—Per BEL-LEPHON, 18th July, 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 18th July, 9 a.m.

MONDAY, 19th JULY.
Sandakan, Australia, New Zealand via Thursday Island—Per ST. ALBANS, 19th July, Reg. 9.45 a.m. Letters 10.30 a.m.

TUESDAY, 20th JULY.
Amoy & Shanghai North China—Per SHANLUNG, 20th July, 9 a.m.

Swatow & Bangkok—Per CHIN-HUA, 20th July, 10 a.m.
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central & S. America & EUROPE via VANCOUVER B.C.—Per EMPRESS OF JAPAN, 20th July, Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy & Foochow—Per HAIHONG, 20th July, 1 p.m.
WEDNESDAY, 21st JULY.
Japan via Nagasaki—Per AKI MARU, 21st July, 10 a.m.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per NIKKO MARU, 21st July, Reg. 8.45 a.m. Letters 9.30 a.m.

Straits, Bangkok, Calcutta & Aden—Per JACON, 21st July, 11 a.m.
Weihaiwei, Chefoo & Tientsin—Per HUICHOW, 21st July, 3 p.m.

THURSDAY, 22nd JULY.
Shanghai and North China—Per SINKIANG, 22nd July, 10 a.m.

Shanghai, North China Japan via Nagasaki, Canada, United States, Central and South America & EUROPE via SAN FRANCISCO—Per CHINA, 22nd July, Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 23rd JULY.
Swatow, Amoy & Foochow—Per HAICHING, 23rd July, 1 p.m.

TUESDAY, 27th JULY.
Swatow, Amoy and Foochow—Per HAILONG, 27th July, 1 p.m.

THURSDAY, 29th JULY.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES—Per IYO MARU, 29th July, Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 30th JULY.
Shanghai, North China & Japan via Kobe—Per KAGA M., 30th July, 10 a.m.

WAR MEMORIAL TOWER.

The latest link to creation which America proposes is a war memorial to be erected on the southern point of lower Manhattan Island. It is to be in the form of the Tower of Babel, to consist of 160 stories, and to be 2,500 feet in height. The estimated cost is \$150,000,000. It will be surmounted by a gigantic figure of Liberty.

TODAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks	b. 663
Marine Insurances.	
Canton	n. 393
N. & S. China	b. 180
Union	b. 195
Yangtze	n. 235
Far Eastern	n. 17 1/2
Fire Insurances.	
China Fire	n. 183
H. & S. Fire	b. 310
Shipping.	
Douglases	a. 83
H.K. Steamboats	b. & s. 24 1/2
Indos (Prof.)	n. 18
Indos (Def.) L.R.	a. 230
Shells	b. 140 1/2
Ferries	b. 23 1/2
Refineries.	
Sugars	n. 230
Malayans	n. 55
Mining.	
Kailans	b. 90 1/2
Langkats	b. 15
Shanghai Loans	b. 15
Shai Explorations	a. 130
Raube	b. 40 1/2
Tronchs	b. 27 1/2
Ural Caspians	n. 27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 83 1/2
K. Docks	s. 150
Shai Docks	n. 131
N. Engineering	n. 29
Lands, Hotels & Buildings.	
Centrals	b. 106 1/2
H.K. Hotels	b. 125
L. Invest.	b. 111
H. Invest.	b. 8
H. Invest. Est.	b. 35
K'loon Lands	b. 140
L. Reclamations	b. 52
West Points	b. 52
Cotton Mills.	
Ewos	n. 570
Kung Yik	n. 43
Lau Kung Mow	n. —
Oriental	n. —
Shai Cottons	n. 1305
Yangtze Spins	n. 35
Miscellaneous.	
Cements	n. 720
China Borneo	n. 8 n. 64
Do. Light old	s. 8 n. 7 1/2
China Providents	b. 23
Dairy Farms	b. 23
Electric H.K.	b. 19 1/2
Electric Macao	s. 29
Hongkong Ropes	n. 23
H.K. Tramways	s. 6.60
Peak Trams, old	b. 6
Do. new	n. 70 cts.
Steam Landries	n. 5
Steel Foundries	n. 10
Water-works	b. & s. 5.80
Watsons	b. 11 1/2
Wm. Powell	b. 35
Wiseman	b. 35

Hongkong, July 17, 1920.

TIDE TABLE.

12th to 18th July 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 12	5.45	4.15	Mon. 13	5.45	4.15
Tues. 13	6.15	4.45	Tues. 14	6.15	4.45
Wed. 14	6.45	4.75	Wed. 15	6.45	4.75
Thurs. 15	7.15	5.05	Thurs. 16	7.15	5.05
Fri. 16	7.45	5.35	Fri. 17	7.45	5.35
Sat. 17	8.15	5.65	Sat. 18	8.15	5.65
Sun. 18	8.45	5.95	Sun. 19	8.45	5.95

m morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

T/T	3/8
Demand	3/8 1/2
30 d/s	3/8 1/2
60 d/s	3/8 1/2
4 m/s	3/8 1/2
T/T Shanghai	Nom.
T/T Singapore	157
T/T Japan	139 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	71 1/2
& New York	71 1/2
T/T Batavia	189 1/2
T/T Marks	Nom.
T/T France	8.60
Demand, Paris	—

BUYING.

4 m/s L/C	3/10 1/2
4 m/s D/P	3/10 1/2
6 m/s L/C	3/11
30 d/s Sydney and Melbourne	3/11 1/2
30 d/s San Francisco & New York	73
4 m/s Marks	Nom.
4 m/s France	9.20
6 m/s France	9.40
Demand, Germany	—
Demand, New York	73 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	157 1/2
Demand, Singapore	157
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	57 1/2
Sovereign	5.35
Gold leaf per Tael	36.60
Bar Silver, ready	52 1/2
forward	51 1/2
Bank of England rates 7 1/2	—
New York/London	3.89 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$1 1/2 dis.
10 "	\$1 1/4 dis.
5 "	\$1 1/5 dis.
Canton subcoins	\$3 3/4 dis.

NOTICES.



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KAISHA, LTD.

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TEL. No. 1743. **CORONET** TEL. No. 1743.

TO-NIGHT at 5.15 and 8.15 p.m.

SESSUE HAYAKAWA

"THE CALL OF THE EAST"
"WHY GO HOME?"
BRITISH GAZETTE.

HONGKONG THEATRE

TO-NIGHT! TO-NIGHT!
at 5.15 and 8.15 p.m.

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Nice and quiet yet only a few minutes' walk from the Beach and Central District. 63 Bedrooms, Excellent Cuisine, Surprisingly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietors.
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SACHSE, LENNOX & Co., General Agents
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ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

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